

APPENDIX A

LEVEL OF SERVICE ANALYSIS PROCEDURES

APPENDIX A LEVEL OF SERVICE ANALYSIS PROCEDURES

INTRODUCTION

This appendix provides an overview of the techniques used for the evaluation of the CMP network level of service, the application of these procedures, and related database management tools. The CMP level of service results for 2003 are also presented in this appendix.

CMP LEVEL OF SERVICE ANALYSIS PROCEDURES AND RESULTS

The current technical guide for the evaluation of roadway level of service (LOS) is the 2000 Highway Capacity Manual (HCM). The 2000 HCM defines the level of service criteria for various roadway elements and provides computational methods for estimating LOS. The criteria used to evaluate LOS vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. Interrupted flow analysis includes the evaluation of these items:

- Signalized intersections
- Urban and suburban arterials

Uninterrupted flow analysis includes the evaluation of these items:

- Freeways
- Rural and suburban multilane highways
- Rural two-lane highways

Each of these roadway types is contained within the San Bernardino County CMP network. The LOS analysis procedure used for each roadway type, data collection techniques, and assumptions made in determining the LOS are provided below in sufficient detail that the procedures can be replicated for future CMP updates. The Highway Capacity Manual should be consulted for additional details.

Signalized Intersections

The operational analysis procedures for signalized intersections contained in the 2000 HCM were applied to "key intersections" (see definition in the Glossary) on the CMP network. There are approximately 400 key

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intersections on the CMP network, of which approximately 200 are local and 220 are state-controlled. Of these, approximately 50% were analyzed for the 2001 CMP.

Traffic volume turning movement data were obtained from several sources: recent counts conducted by cities in San Bernardino County, counts documented in consultant reports, and original counts conducted for the CMP. New counts were conducted between the hours of 7 and 9 AM and 4 and 6 PM. Counts conducted for CMP analysis are generally expected to be conducted for a minimum of two hours, bracketing the peak-hour.

The capacity analysis was performed using various computer programs compatible with the Federal Highway Capacity Manual, assuming signal timing with minimum phase times of ten seconds and arrival type 3. This minimum phase time includes the green time and change interval. This latter assumption was required because most signals are demand actuated and actual signal timing information was unavailable. Variations for some intersections (phasing, saturation flow rate, controller type, and cycle length) and special intersection and traffic characteristics were used based on input provided by the local jurisdictions. Saturation flow rates of 1,800 vehicles per hour of green (vphg) for each through lane, 1,800 vphg for each exclusive right-turn lane (recent analysis of saturation flow rates suggests that 1,600 vphg would be more appropriate for the future analysis of exclusive right-turn lanes), 1,700 vphg for one exclusive left-turn lane, and 3,200 vphg for two exclusive left-turn lanes were assumed. A two-second lost time per phase and 2-3 percent heavy vehicles are also used as defaults if field data are not available.

The above saturation flow rates are the adjusted (field) saturation flow rates, and in no case shall the ideal saturation flows be allowed to go lower than the specified adjusted saturation flows under normal conditions when field data is not available. However, there shall be no restriction on minimum saturation flow rates if actual saturation flow rates are available.

Both capacity and level of service must be fully considered to evaluate the overall operation of a signalized intersection. Capacity analysis results in the determination of V/C ratios for individual movements and also an average V/C for the entire intersection. Level of service is based on the average stopped delay per vehicle for all the movements within the intersection. For any given V/C ratio, a range of delay values may result, because the V/C ratio does not consider signal timing factors. For this reason both the V/C ratio and vehicle delay must be carefully examined.

Any V/C ratio of 1.0 or greater is an indication of actual or potential breakdown, representing little available capacity in the critical movements to absorb demand increases, thereby requiring improvements in the overall geometrics and signal operations. Therefore, an intersection must be designated as F when the V/C of the critical movements is equal to or greater than 1.0.

The summary measure provided by use of the 2000 HCM procedures for signalized intersections is the LOS by intersection for the entire intersection. This information is provided in Table A-1 for the key intersections representing 2001 conditions.

Updates of the CMP analysis for signalized intersections should also be based on the most current operational analysis procedures presented in the HCM. Actual signal timing data, peak- hour volumes, and percent of trucks should be used when available.

Urban and Suburban Arterials

The 200 signalized intersections evaluated using the 2000 HCM procedures represent only a small portion of the total number of signalized intersections on the CMP network. Most of the remaining signals are located at intersections with lower functional class roadways. A procedure is available to evaluate the level of service on the roadway segments between key intersections which included the impact of intermediate traffic signals.

The basis of the recommended procedures for the analysis of urban and suburban arterials was the procedure described in the 2000 HCM Chapters 20 & 21. The application of these procedures was simplified based on a procedure originally adopted in 1986 for use by the Florida Department of Transportation (FDOT), and which has subsequently been updated to reflect more recent data and localized conditions. The original procedure is documented in the report Florida Highway System Plan, Level of Service Procedures and Guidelines Manual. Using the procedures described in Chapters 20 & 21 of the 2000 HCM, this methodology presents threshold hourly volumes for estimating the peak-hour peak direction level of service as a function of roadway type, urban area population, and the number of traffic signals per mile. The procedure also provides the generalized assumptions used to establish the threshold volumes. This information is provided in Tables A-2 and A-3.

The roadway segments were defined as roadway segments between CMP intersections. In most cases segment length was scaled from street maps. The number of signals on each segment was determined by reviewing the videotapes and by field review. The number of through-traffic lanes on each segment was taken from the RivSan (CMP) subregional traffic forecasting model, supplemented by field review.

Peak-hour traffic volume on the segments was determined based on the intersection data collected for CMP intersections in combination with segment volume data provided by local jurisdictions and Caltrans. The intersection exiting and entering volumes from the opposite ends of the segment were averaged to determine the directional segment volume. The highest directional volume was selected for both the AM and PM peak-hours to determine the level of service. The entire CMP network consists of approximately 400 arterial segments.

The summary measure generated by this analysis was the LOS by roadway segment for each of the urban and suburban arterials in the CMP network. This information is provided in Table A-4 for the CMP network representing the 1995 conditions for the peak-hour peak direction of travel.

Freeways

The 2000 HCM procedure for basic freeway segments was applied to the CMP freeway segments. However, these procedures were modified for application of the CMP network based on the updated speed/flow curves and capacity information contained in the new materials for rural multilane highways.

The summary measure generated by this analysis was the LOS for basic freeway segments for the peak-hour as shown in Table A-5. This analysis ignores the effects of weaving sections and ramp junctions but provides a reasonable general level of service estimate. Peak-hour directional mainline volumes were determined between each interchange from Caltrans data. Any count data from prior years were factored to the current year. The following assumptions were made for freeways:

- Capacity of 2,200 passenger cars per hour per lane.
- Peak-hour factor of up to .98 used for urban freeways (due to high levels of congestion); .90 to .92 was used for less congested areas.
- 5% heavy vehicles (trucks, RV's, and buses).
- 4% annual growth factor, based on San Bernardino County data.
- Directional distribution of 55/45.
- Peak-hour volumes were taken from the Caltrans [Traffic Volumes on California State Highways](#), and were used as the PM peak-hour. These volumes are bidirectional.
- AM peak-hour mainline volume was taken to be 90% of the PM peak-hour.
- Design speed of 70 mph.

Rural Multilane Highways

The LOS analysis for the CMP network rural multilane arterials was conducted using the materials for the new Chapter 21 of the HCM. Roadway segments were identified based on the traffic volume, grade, and roadway characteristics of each segment. Traffic volume and roadway segment data were available from Caltrans.

The results of the LOS analysis are summarized in Table A-6.

Rural Two-Lane Highways

The LOS analysis for rural two-lane highways was conducted using the procedures contained in Chapter 20 of the 2000 HCM. Roadway segments were defined based on the traffic volume and roadway characteristics. Peak-hour traffic volume was estimated for each roadway segment based on Caltrans data.

The results of the LOS analysis for rural two-lane segments are provided in Table A-6.

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TABLE A-1
SAN BERNARDINO CMP INTERSECTION LEVEL OF SERVICE

Monitoring Agency	NS	EW	Control Type	2000 PH LOS		2001 PH LOS		2002 PH LOS		2003 PH LOS	
				AM	PM	AM	PM	AM	PM	AM	PM
Adelanto	All State Highways/See CALTRANS										
Apple Valley	Apple Valley Rd	Bear Valley Rd.*	SIG					E	C	E	D
Barstow	East Gate/Cool Wtr	Main St.*	SIG		B				B		
	Barstow Rd.*	Main St.*	SIG		B				B		
	Barstow Rd.*	Virginia Way	SIG		C				C		
	1st	Main St.*	SIG		C				B		
	Barstow Rd.*	Mountain View	SIG		B				B		
Big Bear	All State Highways/See CALTRANS										
CALTRANS <i>Note: Monitoring by others</i>	Alabama	I-10 (EB)*	SIG					B	C		
	Alabama*	I-10 (WB)*	SIG					C	C		
	Alder*	Foothill (SR-66)*	SIG								
	Amargosa	Palmdale (SR-18)*	SIG								
	Apple Valley Rd*	SR-18*	SIG								
	Apple Valley Inn Rd.*	SR-18	SIG								
	Archibald*	SR-210(WB)*	SIG						B	B	
	Archibald*	SR-210(EB)*	SIG						B	B	
	Archibald*	I-10(WB)*	SIG					C	C		
	Archibald*	Foothill(SR-66)*	SIG						C	C	
	Archibald	I-10(WB)*	SIG								
	Archibald*	SR-60(EB)*	SIG					C	C		
	Archibald	SR-60(WB)*	SIG					D	D		
	Barstow Rd(SR-247)*	I-15(EB)*	SIG								
	Barstow Rd(SR-247)*	I-15(WB)*	SIG								
	Barstow Rd(SR-247)*	Main*	SIG								
	Benson	16th St. (SR-30)*	SIG								
	Benson	Foothill(SR-66)	SIG								
	I-210*	5th St.(NB)	SIG								
	I-210*	Baseline	SIG								
	I-210*	Highland	SIG								
	Bryant*	Mill Crk Rd.(SR-38)*	1W Stop								
	California	I-10(EB)*	3W Stop						B		
	California	I-10(WB)*	SIG						C	B	
	Campus	Foothill(SR-66)*	SIG					C	C		
	Carnelian	SR-30(WB)*	SIG						C	B	
	Carnelian	SR-30(EB)*	SIG						B	B	
	Cedar (Ayala)	Highland (SR-30)*	SIG								
	Cedar*	Foothill (SR-66)	SIG								
	Cedar*	I-10(EB)*	SIG					D	E		
	Cedar	I-10(WB)*	SIG					D	B		
	Central*	Foothill (SR-66)*	SIG					D	D	C	C
	Central*	I-10(EB)*	SIG					B	C		
	Central*	I-10(WB)*	SIG					C	C		
	Central*	SR-60(EB)*	SIG					C	C		
	Central*	SR-60(WB)*	SIG					C	C		
	Cherry*	Foothill(SR-66)*	SIG								
	Cherry*	Highland(SR-30)*	SIG								
	Cherry*	I-10(EB)*	SIG					C	F		
	Cherry*	I-10(WB)*	SIG					F	C		
	Chino Hills Pkwy	Carbon Cn (SR142)*	SIG								
	Citrus*	Foothill (SR-66)*	SIG								
	Citrus*	Highland (SR-30)*	SIG								
	Citrus	I-10 (EB)	SIG					C	D		
	Citrus	I-10 (WB)						D	C		
	D St (SR-18)	7th St									
	Dei Rosa Dr.*	SB-30(EB)*	SIG								
	Dei Rosa Dr.*	SR-30(WB)*	SIG								
	E Street*	SR-259(EB)*	SIG								
	Eldorado*	I-10 (Ramps)						B	B		
	Etiwanda	Foothill (SR-66)*	SIG								
	Etiwanda	I-10(EB)*	1W Stop								
	Etiwanda	I-10(WB)*	1W Stop					E	D		
	Euclid (SR-83)*	16th St*	SIG								
	Euclid (SR-84)*	19th St*	SIG								
	Euclid (SR-83)*	4th St*	SIG					F	F		
	Euclid (SR-83)*	7th St	SIG								
	Euclid (SR-83)*	Arrow Hwy	SIG								

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TABLE A-1
SAN BERNARDINO CMP INTERSECTION LEVEL OF SERVICE

Monitoring Agency	NS	EW	Control Type	2000 PH LOS		2001 PH LOS		2002 PH LOS		2003 PH LOS	
				AM	PM	AM	PM	AM	PM	AM	PM
CALTRANS	Euclid (SR-83)*	Edison*	SIG								
Note: Monitoring by others	Euclid (SR-83)*	Foothill (SR-66)*	SIG								
	Euclid (SR-83)*	Holt*	SIG					C	D		
	Euclid (SR-83)*	I-10(EB)*	SIG					D	C		
	Euclid (SR-83)*	I-10(WB)*									
	Euclid (SR-83)*	Mission*	1W Stop					D	D		
	Euclid (SR-83)*	Riverside*	SIG					C	C		
	Euclid (SR-83)*	SR-60(EB)*	SIG					C	C		
	Euclid (SR-83)*	SR-60(WB)*	SIG					C	C		
	Euclid (SR-83)*	SR-71*	SIG								
	Euclid (SR-83)*	Walnut*	SIG					C	C		
	Euclid Ave.	6th St.						B	B		
	Euclid Ave.	8th St.						C	C		
	Euclid Ave.	Philadelphia St.						C	D		
	Ford/Redlands Blvd.	I-10 (EB on Ramp)						B	B		
	Ft. Irwin Rd.*	SR-58(North)*	1W Stop								
	Ft. Irwin Rd.*	SR-58 (South)*	4W Stop								
	Garnet (Grnspot Rd)*	SR-38 (Mill Crk Rd.)*	1W Stop								
	Greenway Dr. (N)*	SR-38(North)	1W Stop								
	Greenway Dr. (S)*	SR-18(South)	SIG								
	Grove	Foothill (SR-66)*	SIG							B	C
	Grove	SR-60(EB)*	1W Stop					C	C		
	Grove	SR-60(WB)*	1W Stop					C	C		
	H St.*	5th St. (SR-66)*	SIG							A	B
	Haven	19th St. (SR-30)*	SIG								
	Haven	SR-60 (EB Ramps)						C	C		
	Haven	SR-60 (WB Ramps)						C	C		
	Haven*	Foothill (SR-66)*	SIG							B	C
	Haven*	Highland (SR-30)*	SIG								
	Haven*	I-10(EB)*	3W Stop					B	A		
	Haven*	I-10(WB)*	3W Stop					A	A		
	Hesperia*	D St. (SR-18)*	SIG								
	I-10*	4th(S. Bernardino)(EB)*	SIG					E	E		
	I-10*	4th(S. Bernardino)(WB)*	SIG					E	E		
	I-10*	Ave F(WB)*	2W Stop								
	I-10*	California St. (EB)									D
	I-10*	California St. (WB)									F
	I-10*	Club Center						C	B		
	I-10*	Citrus(Brkside)(EB)*	1W Stop								
	I-10*	Citrus(Brkside)(WB)*	1W Stop								
	I-10*	County Line (EB)*	1W Stop								
	I-10*	County Line (WB)*	1W Stop								
	I-10*	Hospital Ln./Carneg.						D	D		
	I-10*	Live Oak Cyn (EB)*	1W Stop								
	I-10*	Yucaipa (EB)*	SIG								
	I-10*	Yucaipa (WB)*	SIG					C	D		
	I-15*	4th(S. Bernardino)(NB)*	SIG					C	D	C	C
	I-15*	4th(S. Bernardino)(SB)*	SIG								
	I-15*	Baseline (NB)*	SIG							B	C
	I-15*	Baseline (SB)*	1W Stop								
	I-15*	Bear Valley (NB)*	SIG								
	I-15*	Bear Valley (SB)*	SIG								
	I-15*	E. Main (EB)*	SIG								
	I-15*	E. Main (WB)*	SIG								
	I-15*	Foothill(SR-66)(NB)*	SIG								
	I-15*	Foothill(SR-66)(SB)*	1W Stop								
	I-15*	Jurupa (NB)*	1W Stop								
	I-15*	Jurupa (SB)*	1W Stop								
	I-15*	Main (NB)*	1W Stop								
	I-15*	Main (SB)*	1W Stop								
	I-15*	Mariposa	1W Stop								
	I-15*	Palmdale (SR-18)(SB)*	1W Stop								
	I-15*	SR-18 (NB)*	1W Stop								
	I-15*	SR-18 (SB)*	1W Stop								
	I-15*	SR-58*	UNSIG								
	I-215*	2nd St. (NB)*	SIG								
	I-215 (I-St)*	3rd St. (SB)	SIG								
	I-215*	5th(SR-66)@6th)(NB)*	SIG								

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TABLE A-1
SAN BERNARDINO CMP INTERSECTION LEVEL OF SERVICE

Monitoring Agency	NS	EW	Control Type	2000 PH LOS		2001 PH LOS		2002 PH LOS		2003 PH LOS	
				AM	PM	AM	PM	AM	PM	AM	PM
CALTRANS	I-215*	5th(SR-66)(@6th)(SB)*	SIG								
Note: Monitoring by others	I-215*	Barton (NB)*	SIG								
	I-215*	Barton (SB)*	SIG								
	I-215*	Devore Rd. (NB)*	1W Stop								
	I-215*	Devore/Cajon (SB)*	1W Stop								
	I-215*	Inland Cntr Dr. (NB)*	SIG								
	I-215*	Inland Cntr Dr. (SB)*	SIG								
	I-215*	La Cadena (NB)*	1W Stop								
	I-215*	La Cadena (SB)*	1W Stop								
	I-215*	Mill (NB)*	SIG								
	I-215*	Mill (SB)*	1W Stop								
	I-215*	Mtvrn/27(NB)*	SIG								
	I-215*	Mtvrn/27(SB)*	SIG								
	I-215*	Orange Show Rd. (NB)*	SIG								B
	I-215*	Orange Show Rd. (SB)*	SIG								A
	I-215*	Palm (SR-206)(NB)*	1W Stop								
	I-215*	Palm (SR-206)(SB)*	1W Stop								
	I-215*	Wshngtn(MtVrn)(NB)*	SIG								
	I-215*	Wshngtn(MtVrn)(SB)*	SIG								
	I-259*	Highland (NB)*	SIG								
	I-259*	Highland (SB)*	SIG								
	Kosta	SR-18*	SIG								
	Kiowa	SR-18*	SIG								
Kendall Dr (SR-206)*	40th St *	SIG									
Kenwood	Palmdale (SR-18)*	SIG									
Mariposa	Palmdale (SR-18)*	SIG									
Milliken	SR-60 (EB)*	SIG								B	B
Milliken	SR-60 (WB)*	SIG								B	B
Milliken*	Foothill (SR-66)*	SIG								C	C
Milliken*	Highland (SR-30)*	SIG									
Milliken*	I-10 (EB)*	SIG								B	B
Milliken*	I-10 (WB)*	SIG								C	C
Monte Vista*	Foothill (SR-66)	SIG									
Monte Vista*	I-10 (EB)*	SIG								D	D
Monte Vista	I-10 (WB)*	SIG								C	B
Mountain View*	I-10 (EB)*	SIG								C	B
Mountain View*	I-10 (WB)*	SIG								C	C
Mountain (SR-30)*	16th St (SR-30)*	SIG									
Mountain (SR-30)*	19th St. (SR-30)*	4W Stop									
Mountain*	Foothill (SR-66)*	SIG								C	D
Mountain*	I-10 (EB)*	SIG								C	C
Mountain*	I-10 (WB)*	SIG								B	C
Mountain*	SR-60 (EB)*	SIG								C	C
Mountain*	SR-60 (WB)*	SIG								C	C
Mt. Vernon (Sperry)*	I-10 (WB)*	1W Stop									
Mt. Vernon*	5th (Foothill)(SR-66)*	SIG									B
Mt. Vernon	I-10 (EB)*	SIG									C
Navajo	SR-18*	SIG									
Orange (SR-38)*	Colton Avenue	2W Stop									
Orange (SR-38)*	I-10 (@ Pearl)(EB)*	SIG									
Orange (SR-38)*	Lugonia (SR-38)*	SIG									
Palm*	Highland (SR-30)*	SIG									
Palmdale	Mariposa										
Pepper*	Foothill (SR-66)*	SIG									
Pepper*	I-10 (EB)*	SIG								D	D
Pepper*	I-10 (WB)*	SIG								D	C
Pipeline	SR-142*	SIG								B	C
Ramona	SR-60 (EB)*	SIG								C	C
Ramona	SR-60 (WB)*	SIG								C	C
Rancherias	SR-18*	SIG									
Rancho*	Foothill (SR-66)*	1W Stop									
Rancho*	I-10 (EB)*	SIG								C	C
Rancho*	I-10 (WB)*	SIG								C	C
Riverside*	Foothill (SR-66)*	SIG									
Riverside*	Highland (SR-30)*	SIG									
Riverside*	I-10 (EB)*	SIG								C	C
Riverside*	I-10 (WB)*	SIG								D	C
Riverside*	Valley	SIG									

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TABLE A-1
SAN BERNARDINO CMP INTERSECTION LEVEL OF SERVICE

Monitoring Agency	NS	EW	Control Type	2000 PH LOS		2001 PH LOS		2002 PH LOS		2003 PH LOS	
				AM	PM	AM	PM	AM	PM	AM	PM
CALTRANS Note: Monitoring by others	San Antonio	Foothill (SR-66)*	SIG								
	Sierra*	Foothill (SR-66)*	SIG								
	Sierra*	Highland (SR-30)*	SIG								
	Sierra*	I-10 (EB)*	SIG					D	F		
	Sierra*	I-10 (WB)*	SIG					F**	F		
	Sierra*	I-15 (NB)*	SIG								
	Sierra	I-15(SB)*	1W Stop								
	SR-18*	Bear Valley	1W Stop								
	SR-257*	SR-62*	SIG								
	SR-30*	5th St *	SIG								
	SR-30 (WB)*	Highland*	SIG								
	SR-30 (EB)*	Highland*	SIG								
	SR-330 (NB)*	Highland*	SIG								
	SR-330 (SB)*	Highland*	SIG								
	SR-30*	I-10 (EB)*	UNSIG								
	SR-30*	I-10 (WB)*	UNSIG								
	SR-30*	San Bernardino (NB)*	SIG							C	
	SR-30*	San Bernardino (SB)*	1W Stop							C	
	SR-38*	SR-18*	1W Stop								
	SR-71*	Central	SIG								
	SR-71*	Chino Hills Pkwy*	SIG								
	SR-71*	Grand Ave.*	SIG								
	SR-71*	Pipeline Ave.	SIG								
	SR-71*	Riverside Dr. *	SIG								
	Tennessee*	I-10 (EB)*	SIG					C	C		
	Tennessee*	I10 (WB)*	SIG					C	C		
	Tippicanoe*	I-10 (EB)*	SIG					C	F		F**
	Tippicanoe*	I-10 (WB)*	SIG							C	
	US-395*	El Mirage Lake Rd.*	1W Stop								
	US-395*	Palmdale Rd (SR-18)*	SIG								
	US-395*	Phelan*	1W Stop								
	Victoria*	Highland (SR-30)*	SIG								
	Vineyard	Foothill (SR-66)*	SIG			D	C			C	C
	Vineyard	I-10 (EB)*	SIG					C	C		
	Vineyard	I-10 (WB)*	SIG					B	B		
	Vineyard	SR-60 (EB)*	1W Stop					B	C		
	Vineyard	SR-60 (WB)*	1W Stop					D	C		
	Wabash*	I-10 (WB)*	1W Stop								
	Wabash*	SR-38 (Lugonia)*	4W Stop								
	Waterman (SR-18)*	40th St*	SIG								
	Waterman (SR-18)*	SR-30 (EB)*	SIG								
	Waterman (SR-18)*	SR-30 (WB)*	SIG								
	Waterman*	I-10 (EB)*	SIG								
	Waterman*	I-10 (WB)	SIG								
Chino	Central*	Chino Hills Pkwy*	SIG	C	B					D	C
	Central*	Edison*	SIG	C	C					D	D
	Central*	Riverside*	SIG	C	E	D	D	C	D	C	D
	Central*	Walnut*	SIG	C	E			C	C		
	Mountain*	Edison*	SIG	B	B					B	A
	Mountain*	Riverside*	SIG	C	D					C	C
	Mountain*	Walnut*	SIG	D	E						
	Ramona	Riverside*	SIG	F**	D	C	C				
Chino Hills	Reservoir*	Riverside*	SIG	B	B		B			B	B
	Chino Hills Parkway	Grand	SIG	D	C	C	C	C	C	C	C
	Peyton	Grand	SIG	C	C			C	D	C	D
Colton	Barton/Cooley	Washington*	SIG			C	C				
	Hunts Lane*	Washington*	SIG			B		B			
	La Cadena*	Rancho*	1W Stop	D	D			C	B	E	C
	Mt. Vernon	Colton	SIG	B	B					C	C
	Mt. Vernon	Cooley	SIG			C	B				
	Mt. Vernon	La Cad/Grant	SIG	C	D	C	C				
	Mt. Vernon*	Valley	SIG	B	C					C	C
	Mt. Vernon*	Washington	SIG			D	D	C	C	C	C
	Penn/Penn Way	Mill	SIG	B	B						
	Pepper	Valley	SIG			C	C				
	Pepper	San Bernardino	SIG			B	B				
	Reche Canyon*	Washington (Barton)*	SIG	B	C	C					
	Rancho*	Auga Mansa*	2W Stop	D	C			B	C	F	F

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TABLE A-1
SAN BERNARDINO CMP INTERSECTION LEVEL OF SERVICE

Monitoring Agency	NS	EW	Control Type	2000 PH LOS		2001 PH LOS		2002 PH LOS		2003 PH LOS	
				AM	PM	AM	PM	AM	PM	AM	PM
Colton	Rancho	Valley	SIG			B	B				
	Rancho	Olive	SIG			B	B				
	Rancho	Mill	SIG	B	B					A	A
Fontana	Alder	Miller	4W Stop	B	A					C	A
	Alder*	Arrow	SIG	C	C					C	C
	Alder*	Baseline*	SIG	C	C					C	C
	Alder	San Bernardino	4W Stop	B	B					B	C
	Cherry*	Baseline*	SIG	C	C					C	C
	Cherry*	Slover	SIG	D	C			D	C	C	C
	Cherry*	Valley	SIG	C	D			D	D	C	C
	Citrus*	Arrow	SIG							C	C
	Citrus*	Baseline*	SIG					C	D	C	C
	Citrus*	Jurupa*	4W Stop	B	C					C	C
	Citrus	Miller	4W Stop	A	B					C	C
	Citrus*	San Bernardino	SIG							C	C
	Citrus*	Slover	SIG					D	D	F	D
	Etiwanda*	Jurupa	SIG	C	C					C	D
	Mulberry*	Jurupa*	SIG	C	C					C	C
	Sierra*	Arrow	SIG	C	C					C	C
	Sierra*	Baseline*	SIG	C	C					E	D
	Sierra*	Jurupa*	SIG	C	C					C	C
	Sierra*	Riverside*	SIG	B	C					C	C
	Sierra*	San Bernardino	SIG	C	C					C	C
	Sierra*	Slover	SIG	C	C					C	C
	Sierra*	Valley	SIG	D	D			D	D	C	C
Grand Terrace	Michigan	Barton*	SIG					D	C	B	D
	Canal	Barton*	SIG	A	B					B	B
	Mt. Vernon	Barton*	SIG					D	D	D	E
	Preston	Barton*	SIG	B	A					B	B
Hesperia	I Ave.	Bear Valley	SIG								
	3rd St	Main St.*	SIG					B	B		
	"C"	Main St.*	SIG	C	D	C	D	C	D	C	F
	7th	Bear Valley	SIG								
	Cottonwood	Bear Valley*	SIG								
	Mariposa	Main*	SIG					B	F**		
	Maple	Main*	SIG					C	B		
	"I"	Main	SIG					C	C		
Highland	Del Rosa Dr.	3rd Street	SIG							C	C
	Del Rosa Dr.	5th Street	SIG	C	C			B	B	A	A
	Palm*	3rd Street	SIG					C	C		
	Palm*	5th Street*	SIG					C	C		
	Palm*	Baseline	SIG	C	C			C	C		
	Victoria*	5th St.*	SIG							A	A
	Boulder*	5th St.	SIG			E	E	C	C		
	Boulder*	Baseline*	SIG			C	C				
	Boulder*	Highland*	SIG							B	C
	Sterling	Baseline*	SIG	A	A	C	C				
	Church	5th St.*	SIG			C	C				
	Victoria*	Baseline*	SIG			C	C				
Loma Linda	Palm*	Pacific	4W Stop			D	F				
	Anderson(Tippecanoe)	Barton*	SIG	C	C						
	Anderson(Tippecanoe)*	Redlands*	SIG								
	Anderson*	Stewart	SIG	B	C						
	California*	Barton*	SIG	B	A						
	Mountain View*	Barton*	SIG	B	C						
	Mountain View*	Redlands*	SIG	C	C						
	University	Barton*	SIG	C	D					C	C
	Central*	4th (S. Bernardino)	SIG					B	B	C	B
	Central*	Arrow Hwy (8th St.)	SIG					C	C	A	A
	Central*	Holt*	SIG	C	C	C	C				
Ontario	Central*	Moreno	SIG					B	C	B	C
	Central*	Mission*	SIG					C	C	C	C
	Monte Vista	Arrow Hwy (8th St.)*	SIG	C	C					C	C
	Archibald*	Riverside	SIG	C	C	C	C			C	C
	Etiwanda	Slover/Airport Dr.	SIG	D	F	C	F**	C	D	C	F

San Bernardino County CMP, 2003 Update

TABLE A-1
SAN BERNARDINO CMP INTERSECTION LEVEL OF SERVICE

Monitoring Agency	NS	EW	Control Type	2000 PH LOS		2001 PH LOS		2002 PH LOS		2003 PH LOS	
				AM	PM	AM	PM	AM	PM	AM	PM
Ontario	Grove	Mission*	SIG			C	D				
	Haven	Mission*	SIG			C	C				
	Haven	4th	SIG			C	C				
	Milliken	4th	SIG								
	Milliken	Mission*	SIG			B	C				
	Mountain*	4th	SIG			B	B				
	Mountain*	Holt*	SIG		D	C	D	C	C		
	Mountain*	Mission*	SIG	C	C	C	C				
	Mountain*	Philadelphia	SIG	D	D	D	D	D	C	D	C
	Vineyard	4th	SIG							C	C
	Vineyard	Holt*	SIG			C	C	C	C		
	Vineyard	Mission*	SIG			C	E	B	C		
R. Cucamonga	Archibald*	Baseline	SIG							C	C
	Archibald*	4th*	SIG	B	B					B	C
	Archibald*	Arrow*	SIG	B	C					C	C
	Carnelian	Baseline*	SIG							C	C
	Etiwanda	Baseline*	SIG							C	C
	Grove	8th St*	SIG	B	B					C	C
	Haven*	Arrow*	SIG	B	B	B	C			A	A
	Grove	Arrow*	SIG	D	D	B	C			C	C
	Haven*	Baseline*	SIG							B	C
	Milliken*	4th*	SIG			B	B			C	C
	Milliken*	Arrow*	SIG			D	C	C	C	B	C
	Milliken*	Baseline*	SIG							B	B
	Vineyard	Arrow*	SIG			C	C			C	C
Redlands	Alabama*	Barton*	SIG	C	C					C	C
	Alabama*	Redlands*	SIG	B	C	C	D	D	D	D	E
	California*	San Bernardino*	SIG	A	A					C	D
	California*	Redlands*	SIG			D	C				
	Mountain View*	San Bernardino*	4W Stop	B	C	C	C				
	Orange*	Citrus*(Brookside)*	SIG	A	A					A	A
	Orange*	Redlands*	SIG	B	C					C	D
	Orange*	San Bernardino*	SIG	A	A					A	A
	Redlands*	Citrus(Brookside)*	SIG							C	D
	San Mateo	Brookside)*	SIG	B	B					C	C
	Tennessee*	Redlands*	SIG	C	C					D	E
	Wabash*	5th Ave.*	2W Stop	B	A	B	B				
	Wabash*	Citrus*	2W Stop	A	A	B	B			B	B
	Citrus*	Church	SIG								
	Citrus*	Judson/Ford	SIG	B	B						
Rialto	Cedar*	Baseline	SIG							C	C
	Cedar*	Rialto	SIG							C	C
	Pepper	Baseline*	SIG							B	A
	Riverside*	Agua Mansa*	4W Stop			C	C			A	A
	Riverside*	Baseline*	SIG							C	C
	Riverside*Bloom*	Merrill*(WB)	5W Stop			C	C			C	D
	Riverside*	San Bernardino	SIG							B	B
	Riverside*	Slover	SIG							A	C
	Riverside*	Valley	SIG			C	C				D
	Etiwanda	Riverside*	SIG							A	A
	Walnut	Riverside*	SIG							B	B
	Cactus	Baseline*	SIG							D	C
	Ayala	Riverside*	SIG							B	B
	Cactus	Riverside*	SIG							B	B
San Bernardino	First	Riverside*	SIG							C	C
	Jurupa	Riverside*	SIG							A	A
	Live Oak	Riverside*	SIG							B	B
	Rialto	Riverside	SIG							C	C
	Del Rosa Ave.	Highland Ave.	SIG	C	C					B	D
	Del Rosa Dr.*	Baseline*	SIG							B	B
	Del Rosa	S. Date	SIG	B	C					B	B
	Del Rosa	3rd	SIG								
	Del Rosa	Baseline	SIG	B	B						
	E Street*	2nd Street*	SIG	C	C					D	C
	E Street*	5th Street*	SIG	B	B					B	B
	E Street*	9th Street	SIG	B	B					A	A
	E Street*	Baseline*	SIG	B	A					A	B
	E Street*	Highland*	SIG	B	A					B	B

San Bernardino County CMP, 2003 Update

TABLE A-1
SAN BERNARDINO CMP INTERSECTION LEVEL OF SERVICE

Monitoring Agency	NS	EW	Control Type	2000 PH LOS		2001 PH LOS		2002 PH LOS		2003 PH LOS	
				AM	PM	AM	PM	AM	PM	AM	PM
San Bernardino	E Street*	Mill (Inland Center)*	5W Sig	C	D			C	D		
	E Street	Orange Show	SIG	C	C					C	C
	E Street	Rialto Ave.	SIG	B	B					B	B
	Hunts Ln.*	Redlands*	SIG	C	D	C	C			B	C
	I Street	3rd Street	SIG	A	B					A	A
	Mt. Vernon*	2nd Street	SIG	B	C					B	C
	Mt. Vernon*	Baseline*	SIG	B	B					C	C
	Mt. Vernon*	Highland*	SIG	B	C					B	C
	Mt. Vernon*	Mill*	SIG	B	C					C	C
	Mt. Vernon*	Rialto	SIG	B	B					A	A
	Pepper*	Mill*	SIG	C	B					C	C
	Pepper*	Rialto	SIG	B	B					A	A
	Rancho*	Mill*	SIG	B	B					A	A
	Rancho*	Rialto	SIG	B	B					A	A
	Sterling Ave.	3rd Street	SIG	A	B					B	B
	Sterling Ave.	5th Street	SIG	B	B					A	A
	Sterling Ave.	Highland	SIG	C	C					C	C
	Tippecanoe	3rd Street*	SIG								
	Tippecanoe*	Mill*	SIG	B	B					C	C
	Tippecanoe*	S. Bernardino*	SIG	C	C					C	C
	Victoria*	3rd St.*	SIG								
	Waterman*	2nd St.*	SIG	B	B					A	A
	Waterman*	3rd St.*	SIG	B	C					B	B
	Waterman*	5th St.*	SIG	B	B					B	B
	Waterman	9th St.	SIG	C	C					C	D
	Waterman*	Barton*	SIG	C	B					C	C
	Waterman*	Baseline*	SIG	C	D	C	D	C	C	C	C
	Waterman*	Highland*	SIG	C	C					C	C
	Waterman*	Hospitality Ln.	SIG	D	D	C		C	D	C	F
	Waterman*	Mill*	SIG	C	C					C	C
	Waterman*	Redlands*	SIG	C	C					C	C
SB County	Alabama*	S. Bernardino*	SIG	C	C			C	C		
	Alder*	Valley	SIG	B	C	B	B	C	C		
	Cedar*	Bloomington*	SIG	B	B	B	B	B	B		
	Cedar*	S. Bernardino	SIG	B	B	B	C	B	C		
	Cedar*	Slover	SIG	C	C	C	C	C	C		
	Cedar*	Valley	SIG	D	D			D	D	F	F
	Central*	Mission*	SIG	C	D	C	C	C	D	C	C
	Cherry*	Arrow	SIG	B	D	B	C	F	D	C	D
	Cherry*	Jurupa*	SIG	B	B	B	B	D	C	C	C
	Cherry*	S. Bernardino	SIG	C	B	B	C	D	C	C	C
	Citrus*	Valley	SIG	C	E			C	D	E	F
	Etiwanda	S. Bernardino	SIG	B	B	B	B	C	D	C	C
Twentynine Palms	All State Highways/See CALTRANS										
Upland	Mountain	7th St.	SIG	C	C					C	D
	Mountain	8th St. (Arrow Hwy)*	SIG	C	C			C	C		
	Mountain*	16th	SIG					F**	D	C	C
Victorville	Amargosa	Bear Valley	SIG					F**			D
	Bear Valley	Hesperia	SIG					D		D	D
	Bear Valley	Mariposa	SIG					F**		E	
	Palmdale	Mariposa						C		D	E
Yucaipa	14th St.*	Yucaipa Blvd*	SIG			B	B				
	Bryant*	Ave F* 4W Stop									
	Bryant*	County Line Rd.* 4W Stop					A				
	Bryant*	Oak Glen Rd*	SIG								
	Bryant*	Yucaipa Blvd*	SIG			B	B				
	Oak Glen Rd.*	Yucaipa Blvd*	SIG			C	C				

NOTES: * IDENTIFIES A CMP ROADWAY

**IDENTIFIES LOS F CONDITION (WITHOUT DELAY OF 60 OR MORE SECONDS) BUT WITH VIC OF 1.00 OR GREATER OR CYCLE LENGTH OVER 130 SECONDS.

MONITORING AGENCY COLUMN: IDENTIFIES AGENCY RESPONSIBLE FOR MONITORING LOS LEVELS.

San Bernardino County CMP, 2003 Update

NOTES: * IDENTIFIES A CMP ROADWAY.

**IDENTIFIES LOS F CONDITION (WITHOUT DELAY OF 60 OR MORE SECONDS) BUT WITH V/C OF 1.00 OR GREATER OR CYCLE LENGTH OVER 130 SECONDS.

"MONITORING AGENCY" COLUMN: IDENTIFIES AGENCY RESPONSIBLE FOR MONITORING LOS LEVELS.

(SORTED BY AGENCY IN ASCENDING ORDER & PM LEVELS OF SERVICE IN DESCENDING ORDER).

"LOS CAPSSI" COLUMN: LEVEL OF SERVICE DETERMINED BY THE "COMPREHENSIVE ANALYSIS PROGRAM FOR A SINGLE SIGNALIZED INTERSECTION" (CAPSSI) COMPUTER PROGRAM

"DNS" = DATA NOT SUBMITTED

"NPH" = NO PEAK HOUR.

Table A-2

**GENERALIZED PEAK HOUR/PEAK DIRECTION LEVEL OF SERVICE
MAXIMUM VOLUMES FOR FLORIDA'S RURAL (<5,000) AREAS**

UNDEVELOPED AREAS AND FREEWAYS					
LANES	FREEWAYS				
	Level of Service				
	A	B	C	D	E
4	1,260	1,950	2,780	3,360	3,610
6	1,900	2,920	4,170	5,040	5,420
8	2,530	3,900	5,560	6,710	7,220

MULTILANE UNINTERRUPTED HIGHWAYS (less than 1 signalized intersection every 4 miles)					
LANES	Level of Service				
	A	B	C	D	E
1,160	1,690	2,280	2,810	3,520	
1,740	2,530	3,430	4,220	5,270	

TWO-LANE UNINTERRUPTED HIGHWAYS (less than 1 signalized intersection every 4 miles)					
55 MPH Posted Speed					
Lanes	Level of Service				
	A	B	C	D	E
2	170	330	540	870	1,400

Lanes	45 MPH Posted Speed Level of Service				
	A**	B	C	D	E
2	-	160	430	710	1,340

INCORPORATED AND DEVELOPED AREAS
(cities, developed but unincorporated areas or roadways influenced by signalized intersections)

TWO-WAY ARTERIALS

Group A (cities or developed areas with no signalized intersections, or roadways with 0.25 to 0.75 signalized intersections per mile)

Lanes/ Divided	Level of Service				
	A**	B**	C	D	E
2 Undiv.	-	-	450	650	870
4 Undiv.	-	-	1,440	1,580	1,750
4 Div.	-	-	1,520	1,680	1,840
6 Div.	-	-	2,500	2,500	2,770

Group B (0.76 to 1.5 signalized intersections per mile)

Lanes/ Divided	Level of Service				
	A**	B**	C	D	E
2 Undiv.	-	-	410	610	820
4 Undiv.	-	-	1,570	1,520	1,650
4 Div.	-	-	1,440	1,500	1,740
6 Div.	-	-	2,210	2,410	2,620

Group C (more than 1.5 signalized intersections per mile)

Lanes/ Divided	Level of Service				
	A**	B**	C**	D	E
2 Undiv.	-	-	-	600	800
4 Undiv.	-	-	-	1,470	1,540
4 Div.	-	-	-	1,550	1,720
6 Div.	-	-	-	2,370	2,500

COLLECTORS AND LOCAL STREETS

(signalized intersection analysis)

Lanes	Level of Service				
	A**	B**	C	D	E
2	-	-	350	550	620

*The table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are average daily traffic maximum volumes (based on peak hour volumes) for levels of service and are based on the 1985 Highway Capacity Manual and Florida traffic data. Roadways with more than the number of lanes shown should be treated on a case by case basis. The table's input value assumptions and level of service criteria appear on the back.

**Cannot be achieved.

Source: Florida Department of Transportation, 1985.

TABLE A-2 continued
GENERALIZED PEAK HOUR/PEAK DIRECTION LEVEL OF SERVICE MAXIMUM VOLUMES FOR FLORIDA'S URBAN/URBANIZED (5,000+) AREAS
 (valid for use from January 1989 through December 1990)

TWO-WAY ARTERIALS						FREEWAYS							
Lanes/Divided		Level of Service					Lanes		Level of Service				
		A	B	C	D	E			A	B	C	D	E
2 Undiv.		740	810	840	890	940	4		1,400	2,150	3,070	3,710	3,990
4 Div.		1,620	1,730	1,790	1,890	1,990	6		2,090	3,230	4,610	5,570	5,990
6 Div.		2,460	2,610	2,690	2,840	2,990	8		2,790	4,310	6,140	7,420	7,980
Group B (0.76 to 1.5 signalized intersections per mile)							10		3,490	5,390	7,680	9,280	9,980
Group C (1.6 to 2.5 signalized intersections per mile)							Group 1 (within urbanized area over 500,000 and leading to or within 5 miles of primary city central business district)						
Lanes/Divided		Level of Service					Lanes	Level of Service					
		A	B	C	D	E		A	B	C	D	E	
2 Undiv.		490	740	790	830	870	4	1,330	2,050	2,930	3,530	3,800	
4 Div.		1,080	1,610	1,680	1,760	1,850	6	2,000	3,080	4,390	5,300	5,700	
6 Div.		1,680	2,450	2,530	2,650	2,770	8	2,660	4,100	5,850	7,070	7,600	
Group D (2.6 to 3.5 signalized intersections per mile)							10		3,330	5,130	7,320	8,840	9,500
Group E (3.6 to 4.5 signalized intersections per mile)							Group 2 (within urbanized area over 50,000 and not in Group 1)						
Lanes/Divided		Level of Service					Lanes	Level of Service					
		A**	B	C	D	E		A	B	C	D	E	
2 Undiv.		-	550	730	800	850	I	4	1,260	1,950	2,780	3,360	3,610
4 Div.		-	1,240	1,600	1,720	1,810		6	1,900	2,920	4,170	5,040	5,420
6 Div.		-	1,910	2,440	2,600	2,730		8	2,530	3,900	5,560	6,710	7,220
Group F (more than 4.5 signalized intersections per mile and not within primary city central business district of urbanized area over 500,000)							Group 3 (within non-urbanized areas)						
Lanes/Divided		Level of Service					Lanes	Level of Service					
		A**	B**	C	D	E		A	B	C	D	E	
2 Undiv.		-	-	500	740	830		2	-	1,060	1,600	1,830	1,950
4 Div.		-	-	1,090	1,640	1,800		3		1,610	2,450	2,770	2,940
6 Div.		-	-	1,680	2,510	2,720		4		2,150	3,320	3,710	3,930
Group G (more than 4.5 signalized intersections per mile and within primary city central business district of urbanized area over 500,000)							ONE-WAY ARTERIALS						
Lanes/Divided		Level of Service					Lanes	Level of Service					
		A**	B**	C**	D	E		A**	B	C	D	E	
2 Undiv.		-	-	-	670	790		2	-	-	1,060	1,600	
4 Div.		-	-	-	1,430	1,740		3	-	-	2,190	2,670	
6 Div.		-	-	-	2,140	2,650		4	-	-	2,920	3,600	
Group H (more than 4.5 signalized intersections per mile and within primary city central business district of urbanized area over 500,000)							Group D (less than 3.6 signalized intersections per mile)						
Lanes/Divided		Level of Service					Lanes	Level of Service					
		A**	B**	C**	D	E		A**	B	C	D	E	
2 Undiv.		-	-	-	-	560	S	2	-	-	1,180	1,680	
4 Div.		-	-	-	-	1,230	S	3	-	-	1,790	2,590	
6 Div.		-	-	-	-	1,890	S	4	-	-	2,410	3,500	
Group I (within urbanized area over 500,000 and leading to or within 5 miles of primary city central business district)							Group F (more than 4.5 signalized intersections per mile and not within primary city central business district of urbanized area over 500,000)						
Lanes/Divided		Level of Service					Lanes	Level of Service					
		A**	B**	C**	D	E		A**	B**	C	D	E	
2 Undiv.		-	-	-	-	560	S	2	-	-	1,440	1,750	
4 Div.		-	-	-	-	1,230	S	3	-	-	2,190	2,670	
6 Div.		-	-	-	-	1,890	S	4	-	-	2,920	3,600	
Group J (more than 4.5 signalized intersections per mile and within primary city central business district of urbanized area over 500,000)							Group G (more than 4.5 signalized intersections per mile and within primary city central business district of urbanized area over 500,000)						
Lanes/Divided		Level of Service					Lanes	Level of Service					
		A**	B**	C**	D	E		A**	B**	C	D	E	
2 Undiv.		-	-	-	-	710	S	2	-	-	1,440	1,860	
4 Div.		-	-	-	-	1,590	S	3	-	-	2,210	2,830	
6 Div.		-	-	-	-	2,450	S	4	-	-	2,980	3,800	
DIVIDED/UNDIVIDED ADJUSTMENTS (alter corresponding two-way arterial volume indicated percent)							TWO-WAY COLLECTORS AND LOCAL STREETS (signalized intersection analysis)						
Lanes		Median	Left Turn Bays			Adjustment Factor	Lanes						
2	Divided	Yes	+ 5%				2	-	-	410	630	700	
2	Undivided	No	-15%				4	-	-	880	1,320	1,430	
Multi	Undivided	Yes	-5%				6	-	-	1,350	2,020	2,170	
Multi	Undivided	No	-20%										

*The table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are average daily traffic maximum volumes (based on peak hour volumes) for levels of service and are based on the 1985 Highway Capacity Manual and Florida traffic data. Roadways with more than the number of lanes shown should be treated on a case by case basis. The table's input value assumptions and level of service criteria appear on the back.

**Cannot be achieved.

Source: Florida Department of Transportation, 1988.

Table A-3
COUNTY OF SAN BERNARDINO CMP ROADWAY SYSTEM

East-West Arterial (Valley)	Beginning	Ending
16th St.- Base Line Rd.- Base Line St.	Los Angeles County Line	Boulder Ave.
19th St.	Mountain Ave.	Haven Ave.
2nd St.	I-215	Waterman Ave.
3rd St.	Waterman Ave.	Alabama St.
40th St.	Kendall Dr.	Waterman Ave.
4th St.	I-10	Etiwanda Ave.
5th Ave.- Sand Canyon Rd.	Wabash Ave.	Yucaipa Blvd.
Agua Mansa Rd.	Riverside Ave.	Rancho Ave.
Arrow Hwy.-8th St.	Los Angeles County Line	Mountain Ave.
Arrow Rte.	Grove Ave.	Milliken Ave.
Barton Rd.- Washington St.- Brookside Ave.- Citrus Ave.	La Cadena Dr.	Wabash Ave.
Bloomington Ave.	Cedar Ave.	Riverside Ave.
Carbon Canyon Rd.- Chino Hills Pkwy.	Orange County Line	Central Ave.
Colorado St.	Oak Glen Rd.	Wildwood Canyon Rd.
Colton Ave.- Inland Center Dr.	Mt. Vernon Ave.	E St.
Edison Ave.	SR-71	Euclid Ave.
Foothill Blvd.- 5th St.- Greenspot Rd.- Florida St.	Los Angeles County Line	Garnet St.
Grand Ave.	Los Angeles County Line	SR-71
Highland Ave.	Haven Ave.	SR-330
Holt Blvd.	Los Angeles County Line	I-10
Jurupa St.- Jurupa Ave.	I-15	Sierra Ave.
Live Oak Canyon Rd.	Riverside County Line	I-10
Lugonia Ave.- Mentone Blvd.- Mill Creek Rd.	Orange St.	Bryant St.
Merrill Ave.- Mill St.	Riverside Ave.	Tippecanoe Ave.
Mission Blvd.	Los Angeles County Line	Riverside County Line
Oak Glen Rd.	I-10	Bryant St.
Redlands Blvd.	Hunts Ln.	I-10
Riverside Dr.	SR-71	Euclid Ave.
San Bernardino Ave.	Tippecanoe Ave.	Orange St.
Washington St.	Mt. Vernon Ave.	Barton Rd.
Wildwood Canyon Rd.	Colorado St.	Bryant St.
Yucaipa Blvd.	I-10	Bryant St.
North-South Arterial (Valley)	Beginning	Ending
14th St.	Yucaipa Blvd.	Oak Glen Rd.
Alabama St.	San Bernardino Ave.	Barton Rd.
Alder Ave.	Base Line Rd.	I-10
Archibald Ave.	SR-60	Riverside County Line
Archibald Ave.	19th St.	I-10
Bryant St.	Mill Creek Rd.	Riverside County Line
Cajon Blvd.	I-215	Mt. Vernon Ave.
California St.- San Timoteo Canyon Rd.	San Bernardino Ave.	Riverside County Line
Cedar Ave.	Baseline Rd.	Riverside County Line
Central Ave.	Foothill Blvd.	SR-71
Cherry Ave.	I-15	Jurupa Ave.
Citrus Ave.	I-15	Jurupa Ave.
Del Rosa Dr.- Del Rosa Ave.	SR-30	3rd St.
E St.	Kendall Dr.	Hunts Ln.

Table A-3
COUNTY OF SAN BERNARDINO CMP ROADWAY SYSTEM

Etiwanda Ave. Euclid Ave.	4th St. 19th St.	Riverside County Line SR-71
North-South Arterial (Valley)	Beginning	Ending
Garnet St. Grove Ave. Haven Ave. Hunts Ln. Kendall Rd. La Cadena Dr. Milliken Ave. Monte Vista Ave. Mountain Ave. Mountain View Ave. Mt. Vernon Ave. Mt. Vernon Ave. Mulberry Ave. Orange St.- Boulder Ave. Palm Ave. Pepper Ave. Rancho Ave. Reche Canyon Rd. Riverside Ave. Sierra Ave. Tippecanoe Ave.- Anderson St. Victoria Ave. Wabash Ave. Waterman Ave.	Florida St. Arrow Rte. Highland Ave. E St. I-215 Rancho Ave. Highland Ave. Foothill Blvd. 19th St. San Bernardino Ave. I-215 Highland Ave. Jurupa Ave. Highland Ave. Highland Ave. Baseline Rd. Foothill Blvd. Washington St. Sierra Ave. I-15 Mill St. Highland Ave. Lugonia Ave. 40th St.	Mill Creek Rd. 4th St. I-10 Washington St. E St. Riverside County Line I-10 I-10 Edison Ave. Barton Rd. Washington St. Washington St. Riverside County Line Citrus Ave. 3rd St. I-10 La Cadena Dr. Riverside County Line Riverside County Line Riverside County Line Redlands Blvd. 3rd St. I-10 Washington St.
Arterial (Victor Valley)	Beginning	Ending
Arrowhead Lake Rd. Bear Valley Rd. El Mirage Rd. Hesperia Rd. Main St. Palmdale Rd. Phelan Rd. Sheep Creek Rd. SR-18 US-395	SR-173 I-15 Los Angeles County Line Main St. I-15 Los Angeles County Line SR-138 SR-138 I-15 I-15	Main St. SR-18 US-395 Bear Valley Rd. Arrowhead Lake Rd. I-15 US-395 El Mirage Rd. Bear Valley Rd. El Mirage Rd.
Arterial (Barstow)	Beginning	Ending
Barstow Main St. Old Highway 58	Main St. I-40 I-15	SR-18 I-15 SR-58
Arterial (Needles)	Beginning	Ending
Needles Highway	Nevada State Line	I-40

Table A-3
COUNTY OF SAN BERNARDINO CMP ROADWAY SYSTEM

Two-lane and Multi-lane Highways (Suburban & Rural)

SR-127
SR-138
SR-173
SR-18
SR-189
SR-2
SR-247
SR-330
SR-38
SR-58
SR-62
SR-83
US-395
US-95

Freeways (San Bernardino County)

I-10
I-15
I-215
I-40
SR-178
SR-30/210
SR-60
SR-71

TABLE A-4
SAN BERNARDINO COUNTY CMP
SEGMENT
LEVEL OF SERVICE

Table A-4
SAN BERNARDINO COUNTY CMP SEGMENT LEVEL OF SERVICE

*These segment to be replaced in 2002 by intersection traffic signal and/or 4-way stop analysis

**Travel

DNS = Data Not Submitted

Jurisdiction	On	Between	Distance	Number of Signals	Number of Sig/Mile	Number of Lanes (TW)	AM Volume	PEAK LOS	PM Volume	PEAK LOS
North-South										
*Chino	Central	Chino Hills & Riverside	2.50	4	1.60	4	4	DNS	DNS	DNS
*Upland/SB County	Central	Arrow & Foothill	0.90	2	2.20	4	1106	A	1363	B
*Chino/Ontario	Mountain	SR-60 & Mission	2.08	5	2.40	4	893	B	1034	B
*Ontario	Mountain	Mission & Holt	0.23	1	4.35	4	1062	D	1294	D
*Ontario	Mountain	Holt & 4 th	1.00	5	5.00	4	935	D	1578	E
*Ontario/Upland	Mountain	4 th & 8 th	1.00	5	9.00	4	785	E	1553	E
*Upland	Mountain	8 th & Foothill	1.00	2	2.00	4	NB=B	NB=D	SB=B	SB=B
*Upland	Mountain	Foothill & 16 th	1.00	4	4.00	4	NB=A	NB=C	SB=B	SB=C
*Calttrans	Mountain (SR-30)	16 th & 19 th	0.75	3	4.00	4	DNS	DNS	DNS	DNS
Calttrans	Fuclid (SR-83)	SR-71 & Edison	4.75	2	0.42	24	DNS	DNS	DNS	DNS
*Calttrans	Fuclid (SR-83)	Edison & Riverside	1.48	3	2.03	4	DNS	DNS	DNS	DNS
*Calttrans	Fuclid (SR-83)	Riverside&SR-60	EB	0.72	2	2.78	4	DNS	DNS	DNS
*Calttrans	Fuclid (SR-83)	Ramp								
*Calttrans	Fuclid (SR-83)	SR-60 EB Ramp & Mission	1.60	4	2.50	4	DNS	DNS	DNS	DNS
*Rancho Cucamonga	Archibald	Base Line & 19 th	0.75	1	1.34	4	792	A	900	A
*Rancho Cucamonga	Haven	Base Line & 19 th	0.73	2	2.73	5	872	C	1330	C
*Ontario	Milliken	1-10 & 4 th	0.76	1	1.32	6	929	A	1567	A
*Rancho Cucamonga	Milliken	Foothill & Base Line	1.04	3	2.88	6	1064	C	1116	C
*Rancho Cucamonga	Milliken	Base Line & Highland	0.99	4	4.04	6	DNS	DNS	DNS	DNS
*Ontario	Ettrwanda	SCL & I-10	2.31	4	1.73	4	800	B	927	B
*SB County	Cedar	Jurupa & Slover	1.00	1	1.00	4	620	A	770	A
*SB County	Cedar	Slover & Valley	0.50	3	6.00	4	1739	E	2182	F
*SB County/Rialto	Cedar	San Bernardino & Merrill	1.05	1	0.95	2	DNS	DNS	DNS	DNS
*Rialto	Cedar	Merrill & Rialto	0.50	1	2.00	2	DNS	DNS	DNS	DNS
*Rialto	Cedar	Rialto & Foothill	0.50	1	2.00	2	DNS	DNS	DNS	DNS

Table A-4
SAN BERNARDINO COUNTY CMP SEGMENT LEVEL OF SERVICE

*These segment to be replaced in 2002 by intersection traffic signal and/or 4-way stop analysis

**Travel

DNS = Data Not Submitted

Jurisdiction	On	Between	Distance	Number of Signals	Number of Sig/Mile	Number of Lanes (TW)	AM Volume	PEAK LOS	PM Volume	PEAK LOS
*Rialto	Cedar	Foothill & Base Line	1.00	2	2.00	2	DNS	DNS	DNS	DNS
*Rialto	Ayala	Base Line & Highland	1.05	2	1.90	2	180	A	158	A
*Rialto	Riverside	Jurupa & Slover	1.05	3	2.86	4	695	C	806	C
*Rialto	Riverside	San Bernardino & Mill	1.00	2	2.00	4	966	B	1300	C
*Rialto	Riverside	Merrill/Mill & Rialto	0.40	1	2.50	4	618	B	875	B
*Rialto	Riverside	Rialto & Foothill	0.60	2	3.33	4	630	C	842	C
*Rialto	Riverside	Foothill & Base Line	1.00	2	2.00	4	642	B	822	B
*Rialto	Riverside	Baseline & Highland	1.00	2	2.00	4	684	B	809	B
*Rialto	Riverside	Highland & Sierra	4.05	3	0.74	4	649	A	469	A
*SB City	Pepper	Mill & Rialto	0.50	1	2.00	4	764	B	760	B
*SB City/Rialto	Pepper	Rialto & Foothill	0.50	1	2.00	4	654	B	684	B
*SB City	Mt. Vernon	Mill & Rialto	0.60	2	3.33	4	568	C	625	C
*SB City	Mt. Vernon	Baseline & Highland	1.01	2	1.98	4	329	B	618	B
*Colton	Mt. Vernon	Washington & Colton	1.85	5	2.70	4	334	C	731	C
*Colton/SB City	Mt. Vernon	Colton & Mill	1.30	3	2.31	4	486	B	584	B
*Colton/SB City	Hunts Ln	Barton & Redlands	0.83	2	2.41	2	621	C	745	D
*SB City	Hunts Ln & E	Redlands & Mill	2.27	6	2.64	4	640	C	998	C
*SB City	"E" Street	Mill & Rialto	0.60	1	1.67	4	317	A	741	A
*SB City	"E" Street	Baseline & Highland	1.00	3	3.00	4	564	C	621	C
*SB City	W#aternan	Barton & Redlands	1.00	4	4.00	4	1000	D	969	D
*SB City	Waterman	Redlands & Mill	2.05	4	1.95	4	1180	C	1410	C
*SB City	Waterman	3 rd & 5 th	0.24	2	8.33	6	828	D	1210	D
*SB City	Waterman	Baseline & Highland	1.00	3	3.00	4	939	C	1186	D
*SB City	Tippecanoe	San Bernardino & Mill	1.00	1	1.00	4	847	A	1070	B
*Redlands	Alabama	Barton & Redlands	1.00	4	1.00	4	DNS	DNS	DNS	DNS
SB County/Rd/Hghd	Alabama/Palm	San Bernardino & 3 rd	2.07	1	0.48	4	295	A	330	A
*Highland	Palm	5 th & Baseline	0.90	1	1.11	4	981	A	961	A
*Highland/SB City	Palm	Baseline & Highland	1.01	3	2.97	4	603	C	704	C
Yuccapa/SB County	Bryant	Yuccapa & Rt. 38	3.54	1	0.28	2	322	B	330	B

Table A-4
SAN BERNARDINO COUNTY CMP SEGMENT LEVEL OF SERVICE

*These segment to be replaced in 2002 by intersection traffic signal and/or 4-way stop analysis

*Travel

DNS = Data Not Submitted

Jurisdiction	On	Between	Distance	Number of Signals	Number of Sig/Mile	Number of Lanes (FW)	AM Volume	PEAK LOS	PM Volume	PEAK LOS
SB City/SB County	Cajon Blvd.	Highland & I-215	6.80	0	0.00	2	385	A	392	A
*Highland/SB City	Del Rosa Drive	5 th & Baseline	0.95	3	3.16	2	188	C	634	C
*SB City/Highland	Sterling Avenue	5 th & Baseline	0.93	2	2.15	4	350	A	517	A
*Highland/SB City	Sterling Avenue	Baseline & Highland	1.00	2	2.00	4	437	A	623	A
Hghind/SB County/Rd1	Green Spot/ Florida/ Garnet	Boulder & SR-38	6.74	1	0.15	2	DNS	DNS	DNS	DNS
East-West										
*Caltrans	19 th (SR-30)	Mountain & Euclid	1.10	0	0.00	2	DNS	DNS	DNS	DNS
*Caltrans	19 th (SR-30)	Euclid & Archibald	3.18	4	1.26	2	DNS	DNS	DNS	DNS
*Caltrans	19 th (SR-30)	Archibald & Haven	1.18	1	0.85	4	DNS	DNS	DNS	DNS
*Caltrans	Highland (SR-30)	Haven & Milliken	1.00	1	1.00	2	DNS	DNS	DNS	DNS
*Caltrans	Highland (SR-30)	Milliken & Etiwanda	1.93	2	1.04	2	DNS	DNS	DNS	DNS
Caltrans	Highland (SR-30)	Etiwanda & Cherry	2.01	1	0.50	2	DNS	DNS	DNS	DNS
Caltrans	Highland (SR-30)	Cherry & Citrus	2.04	0	0.00	2	DNS	DNS	DNS	DNS
*Caltrans	Highland (SR-30)	Citrus & Sierra	1.00	1	0.33	2	DNS	DNS	DNS	DNS
Caltrans	Highland (SR-30)	Sierra & Cedar (Ayala)	2.25	0	0.00	2	DNS	DNS	DNS	DNS
*Caltrans	Highland (SR-30)	Cedar (Ayala) & Riverside	1.50	1	0.27	2	DNS	DNS	DNS	DNS
Caltrans	Highland (SR-30)	Riverside & Mt. Vernon	2.95	7	2.37	4	DNS	DNS	DNS	DNS
*Caltrans	Highland (SR-30)	SR 30 (EB) (Ramp)&Boulder	2.30	6	2.61	4	DNS	DNS	DNS	DNS
*SB City	Highland	Mt. Vernon & E Street	1.10	7	6.36	4	686	D	1056	D
*Caltrans	16 th (SR-30)	SB Cnty Line & Mountain					DNS	DNS	DNS	DNS
Upland	16 th	Mountain & Euclid	1.10	2	1.80	4	EB = B	EB = C**	WB = B**	WB = C**
*Upland	16 th	Euclid & Carmelian	2.00	7	3.50	4	EB = A**	EB = B**	WB = A**	WB = B**
*Rancho Cucamonga	Base Line	Milliken & Etiwanda	1.96	3	1.53	4	1081	B	1101	B
*Rancho Cucamonga	Base Line	Etiwanda & ECL	0.49	1	2.93	4	966	B	996	B
*Rialto	Base Line	Cedar & Riverside	1.50	4	2.67	4	524	C	636	C

Table A-4
SAN BERNARDINO COUNTY CMP SEGMENT LEVEL OF SERVICE

*These segments to be replaced in 2002 by intersection traffic signal and/or 4-way stop analysis

**Travel

DNS = Data Not Submitted

Jurisdiction	On	Between	Distance	Number of Signals	Number of Sig/Mile	Number of Lanes (TW)	AM Volume	PEAK LOS	PM Volume	PEAK LOS
*Rialto	Base Line	Riverside & Pepper	1.00	4	4.00	4	825	C	692	C
*Rialto/SB City	Base Line	Pepper & Mt. Vernon	2.10	3	1.43	4	624	A	996	A
*SB City/Highland	Base Line	Waterman & Sterling	1.99	6	3.02	4	528	C	926	C
*Highland	Base Line	Sterling & Palm	2.03	6	2.86	4	424	A	586	A
*Highland	Base Line	Palm & Boulder	0.78	2	2.56	4	401	A	596	A
*Caltrans	Foothill (SR-66)	Archibald & Haven	1.18	2	1.69	4	DNS	DNS	DNS	DNS
*Caltrans	Foothill (SR-66)	Etiwanda & Cherry	2.00	2	1.00	4	DNS	DNS	DNS	DNS
Caltrans	Foothill (SR-66)	Cherry & Citrus	2.03	1	0.09	4	DNS	DNS	DNS	DNS
*Caltrans	Foothill (SR-66)	Citrus & Sierra	1.01	2	1.98	4	DNS	DNS	DNS	DNS
*Caltrans	Foothill (SR-66)	Cedar & Riverside	1.50	4	2.66	4	DNS	DNS	DNS	DNS
*Caltrans	Foothill (SR-66)	Pepper & Mt. Vernon	2.10	6	2.86	4	DNS	DNS	DNS	DNS
*SB City/SB Co./Highland	5 th Street	Waterman & Del Rosa	1.50	2	1.33	4	460	A	832	A
*Highland/SB City	5 th Street	Del Rosa & Sterling	0.45	1	2.22	4	475	B	505	B
Highland/SB City	5 th Street	Sterling & Palm	4.02	2	0.49	4	395	A	452	A
*Highland	5 th Street	Palm & Boulder	0.78	3	3.80	4	474	C	435	C
*Upland	8 th	Central & Mountain	1.10	2	1.83	4-2	EB = B WB = C	EB = C WB = B	EB = C WB = B	EB = C WB = B
*Rancho Cucamonga	Arrow	Grove & Baker	0.49	1	2.04	2	DNS	DNS	DNS	DNS
*Rancho Cucamonga	Arrow	Baker & Vineyard	0.49	1	2.04	4	550	A	971	A
*Rancho Cucamonga	Arrow	Vineyard & Archibald	1.00	2	2.04	4	806	B	1086	B
*Rancho Cucamonga	Arrow	Archibald & Haven	0.48	2	2.04	4	692	B	1048	B
*Rancho Cucamonga	Arrow	Haven & Milliken	1.14	2	1.75	4	802	B	981	B
*Ontario/Rancho Cucamonga	4 th	Vineyard & Archibald	1.00	1	1.00	4	607	A	685	A
*Ontario/R. Cucamonga	4 th	Archibald & Haven	1.00	2	2.00	4	510	A	907	A
*Ontario/R. Cucamonga	4 th	Haven & Milliken	1.00	1	1.00	4	443	A	686	A
*Ontario/R. Cucamonga	4 th	Milliken & Etiwanda	1.98	1	0.51	4	438	A	557	A
*SB City	San Bernardino	Tippecanoe & Mt. View	0.90	1	1.11	4	535	A	423	A
*Redlands	San Bernardino	Mt. View & California	1.00	0	0.00	2	DNS	DNS	DNS	DNS

Table A-4
SAN BERNARDINO COUNTY CMP SEGMENT LEVEL OF SERVICE

*These segments to be replaced in 2002 by intersection traffic signal and/or 4-way stop analysis

**Travel

DNS = Data Not Submitted

Jurisdiction	On	Between	Distance	Number of Signals	Number of Sig/Mile	Number of Lanes (TW)	AM Volume	PEAK LOS	PM Volume	PEAK LOS
*SB Co.	San Bernardino	California & Alabama	0.95	0	0.00	2	341	A	354	A
*SB Co./Redlands	San Bernardino	Alabama & SR-30	0.50	1	2.00	2	244	B	339	B
*Redlands	San Bernardino	SR-30 & Orange	1.00	1	2.00	2	DNS	DNS	DNS	DNS
*Ontario	Holt	WCL & Mountain	1.16	1	0.86	4	921	A	1164	B
*Ontario	Holt	Grove & Vineyard	1.00	1	1.00	4	940	A	1534	C
*Ontario	Holt	Vineyard & Guasti	0.30	1	3.33	4	986	C	921	C
*San Bernardino County	Mission	Central & Benson	0.50	1	2.00	4	1230	B	1440	B
*Ontario	Mission	WCL & Mountain	1.16	1	0.86	4	817	C	1013	C
*Ontario	Mission	Euclid & Grove	1.33	4	3.01	4	752	C	934	C
*Ontario	Mission	Grove & Vineyard	1.10	1	0.91	4	1156	B	1169	B
*Ontario	Mission	Vineyard & Archibald	1.10	1	0.91	4	1119	B	1102	B
Ontario	Mission	Archibald & Milliken	2.16	2	0.93	4	636	A	821	A
*SB Co./Chino	Riverside	East End & Central	2.00	5	2.50	4	DNS	DNS	DNS	DNS
*Chino	Riverside	Mountain & Euclid	1.05	1	1.05	4	DNS	DNS	DNS	DNS
*SB Co.	Riverside	Euclid & Grove	0.77	1	0.77	4	632	A	979	A
*SB Co./Chino/Ch Hills	Chino Hills	SR-71 & Central	0.83	1	0.83	4	DNS	DNS	DNS	DNS
*SB Co./SB City/Hgld	3rd	Waterman & Del Rosa	1.53	3	1.96	4	669	A	593	A
*Highland/SB City	3rd	Del Rosa & Sterling	0.52	1	1.92	4	836	A	817	A
*SB City/Highland	3rd	Sterling & Palm	2.00	2	1.00	4	597	A	631	A
*Chino	Edison	Rte 71 & Central	1.80	3	1.67	4	DNS	DNS	DNS	DNS
Chino	Edison	Central & Euclid	2.16	1	0.46	2	1132	A	1084	A
Caltrans	SR-38	Orange & Wabash	2.45	1	0.41	2	DNS	DNS	DNS	DNS
Caltrans	SR-38	Wabash & Garnet	2.35	0	0.00	2	DNS	DNS	DNS	DNS
SB County/Yucaipa	5th/Sand Cyn	Garnet & Bryant	3.10	0	0.00	2-4			350	A
*Yucaipa	Yucaipa	Wabash & Yucaipa	2.55	0	0.00				1253	B
*Yucaipa	Yucaipa	I-10 WB Ramp & 14th	1.50	1	0.66	4	1046	B	1675	B
*Yucaipa	Yucaipa	14th & Oak Glen	1.35	2	1.48	4	1217	B	462	A
*Yucaipa	County Line Road	I-10 WB Ramp & Bryant	1.75	1	0.57	2	519	A	227	A
Yucaipa	Avenue F	I-10 WB Ramp & Bryant	3.85	0	0.00	2	297	A		

Table A-4
SAN BERNARDINO COUNTY CMP SEGMENT LEVEL OF SERVICE

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**Travel

DNS = Data Not Submitted

Jurisdiction	On	Between	Distance	Number of Signals	Number of Sig/Mile	Number of Lanes (FW)	AM Volume	PEAK LOS	PM Volume	PEAK LOS
*Redlands	Redlands	Alabama & Citrus	1.95	6	3.07	4	DNS	DNS	DNS	DNS
*Redlands	Redlands	Citrus & Ford	1.75	6	3.43	4	DNS	DNS	DNS	DNS
*Redlands	Bar/Brook/Cit.	Alabama & Redlands	2.05	4	1.95	4	DNS	DNS	DNS	DNS
*Redlands	Citrus	Redlands & I-10	0.60	4	6.66	4	DNS	DNS	DNS	DNS
*Redlands	Citrus	I-10 & Wahash	2.10	2	0.95	4	DNS	DNS	DNS	DNS
*Rialto/SB City	Merrill/Mill	Riverside & Pepper	0.95	4	4.20	2	349	C	396	C
*SB City/Colton	Mill	Pepper & Rancho	1.00	2	2.00	2	411	B	435	B
*Colton/SB City	Mill	Rancho & Mt. Vernon	1.10	2	1.81	2	416	B	512	B
*Ontario/Fontana	Jurupa	I-15 & Etiwanda	1.52	2	1.32	4	1025	A	858	A
Victor Valley & Barstow										
Hesperia/SB Co.	Arrowhead Lake Road	SR-173 & Ranchero Rd	2.70	0	0.00	2	294	B	457	C
Hesperia	Arrowhead Lake Road	Rock Springs & S. City Limit	3.20	0	0.00	2	294	B	457	C
*Apple Valley	Bear Valley Road	Kiowa & Navajo	1.00	1	1.00	4	1350	A	1650	C
Apple Valley/SB Co.	Bear Valley Road	Navajo & SR-18	3.70	1	0.27	4	470	A	521	A
SB County	El Mirage	LA/SB Co. Ln & Sheep Crk Rd	5.20	0	0.00	2	182	A	264	A
SB Co./Adelanto	El Mirage	Sheep Crk Rd & SR-395	9.20	0	0.00	2	125	A	166	A
Caltrans	Palmdale (SR-18)	LA/SB Co. Ln & SR-395	15.00	0	0.00	2	DNS	DNS	DNS	DNS
Caltrans	Palmdale (SR-18)	SR-395 & Amargosa Rd	4.00	0	0.00	2	DNS	DNS	DNS	DNS
*Caltrans	Palmdale (SR-18)	Amargosa Rd & I-15 (SB)	0.40	1	2.50	4	DNS	DNS	DNS	DNS
SB County	Phelan	SR-138 & Sheep Creek Rd	2.60	0	0.00	2	221	A	306	A
SB County	Phelan	Sheep Crk Rd & Baldy Mesa	7.10	2	0.00	2	613	A	646	A
SB County	Phelan	Baldy Mesa & SR-395	2.64	1	0.38	2	460	A	557	A
*Caltrans	SR-18	ApI Valy Rd & ApI Valy Inn Rd	3.50	3	0.86	4	DNS	DNS	DNS	DNS
*Caltrans	SR-18	ApI Valy Inn Rd & Yucca Loma	2.10	2	0.95	4	DNS	DNS	DNS	DNS

Table A-4
SAN BERNARDINO COUNTY CMP SEGMENT LEVEL OF SERVICE

**These segments to be replaced in 2002 by intersection traffic signal and/or 4-way stop analysis*

***Travel*

DNS = Data Not Submitted

Jurisdiction	On	Between	Distance	Number of Signals	Number of Sig/Mile	Number of Lanes (TW)	AM Volume	PEAK LOS	PM Volume	PEAK LOS
Caltrans	SR-18	Yucca Loma & Bear Valley Rd	4.50	1	0.22	4-2	DNS	DNS	DNS	DNS
SB County	Sheep Creek Rd	E1 Mirage & Palmdale	7.00	0	0.00	2	81	A	103	
SB County	Sheep Creek Rd	Palmdale & Phelan	5.70	0	0.00	2	250	A	320	A
SB County	Sheep Creek Rd	Phelan & SR-138	2.00	0	0.00	2	317	A	422	A
Caltrans	SR-395	E1 Mirage & George AFB Rd	2.10	0	0.00	2				
Caltrans	SR-395	GAFB Rd & Palmdale (SR-18)	4.50	0	0.00	2				
Caltrans	SR-395	Palmdale(SR-18) & I-15	7.20	0	0.00	2				
Caltrans	SR-58	Ft Irwin(S) & I-15	3.19	0	0.00	2				

Table A-5

SAN BERNARDINO COUNTY CMP FREEWAY LEVEL OF SERVICE

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-0-0/R39.16
CMP01-SD10PHV_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 10 PEAK HOUR VOLUMES

From	To	PM PEAK HOUR VOLUME						AM PEAK HOUR VOLUME				EASTBOUND	
		Two-Way Volume		EASTBOUND		WESTBOUND		Two-Way Volume		WESTBOUND		DS	VOL.
		DS	VOL.	DS	VOL.	DS	VOL.	DS	VOL.	DS	VOL.	DS	VOL.
LA COUNTY LINE	MONTe VISTA AVE	15700	55.0	8640	45.0	7060		15700	55.0	8640		45.0	7060
MONTe VISTA AVE	CENTRAL AVENUE	15300	55.0	8420	45.0	6880		15300	55.0	8420		45.0	6880
CENTRAL AVENUE	MOUNTAIN AVENUE	15300	55.0	8420	45.0	6880		15300	55.0	8420		45.0	6880
MOUNTAIN AVENUE	JCT RTE 83/EUCLID AVE	15700	55.0	8640	45.0	7060		15700	55.0	8640		45.0	7060
JCT RTE 83/EUCLID AVE	FOURTH STREET	15200	55.0	8360	45.0	6840		15200	55.0	8360		45.0	6840
FOURTH STREET	VINEYARD AVENUE	15000	55.0	8250	45.0	6750		15000	55.0	8250		45.0	6750
VINEYARD AVENUE	ARCHIBALD AVENUE	15100	55.0	8310	45.0	6790		15100	55.0	8310		45.0	6790
ARCHIBALD AVENUE	HAVEN AVENUE	16200	55.0	8910	45.0	7290		16200	55.0	8910		45.0	7290
HAVEN AVENUE	MILLIKEN AVENUE	16200	55.0	8910	45.0	7290		16200	55.0	8910		45.0	7290
MILLIKEN AVENUE	JCT. RTE 15	16200	55.0	8910	45.0	7290		16200	55.0	8910		45.0	7290
JCT. RTE 15	ETIWANDA AVENUE	13700	55.0	7540	45.0	6160		13700	55.0	7540		45.0	6160
ETIWANDA AVENUE	CHERRY AVENUE	16300	50.0	8150	50.0	8150		16300	50.0	8150		50.0	8150
CHERRY AVENUE	CITRUS AVENUE	16200	50.0	8100	50.0	8100		16200	50.0	8100		50.0	8100
CITRUS AVENUE	SIERRA AVENUE	15900	50.0	7950	50.0	7950		15900	50.0	7950		50.0	7950
SIERRA AVENUE	CEDAR AVENUE	15100	50.0	7550	50.0	7550		15100	50.0	7550		50.0	7550
CEDAR AVENUE	RIVERSIDE AVENUE	14400	55.0	7920	45.0	6480		14400	55.0	7920		45.0	6480
RIVERSIDE AVENUE	PEPPER AVENUE	14300	55.0	7870	45.0	6430		14300	55.0	7870		45.0	6430
PEPPER AVENUE	RANCHO AVENUE	14200	55.0	7810	45.0	6390		14200	55.0	7810		45.0	6390
RANCHO AVENUE	NINTH STREET	14000	55.0	7790	45.0	6360		14000	55.0	7790		45.0	6300
NINTH STREET	MT. VERNON AVENUE	13800	55.0	7590	45.0	6210		13800	55.0	7590		45.0	6210
MT. VERNON AVENUE	JCT. RTE 215	13600	55.0	7480	45.0	6120		13600	55.0	7480		45.0	6120
JCT. RTE 215	WATERMAN AVENUE	15500	57.5	8910	42.5	6590		15500	57.5	8910		42.5	6590
WATERMAN AVENUE	TIPECCANO AVENUE	14700	57.5	8170	42.5	6030		14200	57.5	8170		42.5	6030
TIPECCANO AVENUE	MOUNTAIN VIEW AVENUE	14100	57.5	8110	42.5	5990		14100	57.5	8110		42.5	5990
MOUNTAIN VIEW AVENUE	CALIFORNIA STREET	14060	57.5	8050	42.5	5950		14000	57.5	8050		42.5	5950
CALIFORNIA STREET	JCT. RTE 30/ALABAMA	13890	60.0	8280	40.0	5520		13800	60.0	8280		40.0	5520
JCT. RTE 30/ALABAMA	ORANGE STREET/RT 38	10800	60.0	6480	40.0	4320		10800	60.0	6480		40.0	4320
ORANGE STREET/RT 38	SIXTH STREET	8700	60.0	5220	40.0	3480		8700	60.0	5220		40.0	3480
SIXTH STREET	UNIVERSITY STREET	9300	60.0	5580	40.0	3720		9300	60.0	5580		40.0	3720
UNIVERSITY STREET	CYPRESS AVENUE	7600	60.0	4560	40.0	3040		7600	60.0	4560		40.0	3040
CYPRESS AVENUE	FORD ST/MORRISON AVE	7900	60.0	4740	40.0	3160		7900	60.0	4740		40.0	3160
FORD ST/MORRISON AVE	REDLANDS BLVD	7100	60.0	4260	40.0	2840		7100	60.0	4260		40.0	2840
REDLANDS BLVD	WABASH AVENUE	7600	60.0	4560	40.0	3040		7600	60.0	4560		40.0	3040
WABASH AVENUE	YUCAIPA BLVD	7700	60.0	4620	40.0	3080		7700	60.0	4620		40.0	3080
YUCAIPA BLVD	LIVE OAK CANYON RD	6100	60.0	3660	40.0	2440		6100	60.0	3660		40.0	2440
LIVE OAK CANYON RD	COUNTY LINE RD/RIV.CO.)	5500	60.0	3300	40.0	2200		5500	60.0	3300		40.0	2200

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-10-0.0/R39.16
FILENAME: CMP01-10EBPM_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 10 EASTBOUND PM

From	Basic Freeway Segments		Capacity	No. Lanes	Volume	Factor	Volume	Table 3-4		Table 3-7		Table 3-8		Table 3-1 for 70 mph	
	T ₀	C(t)						N	V	PHF	SF	P(t)	E(t)	P(r)	E(r)
LA COUNTY LINE	MONTE VISTA AVE	2200	4	8640	0.95	9095	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.07	F
MONTE VISTA AVE	CENTRAL AVENUE	2200	4	8420	0.95	8863	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.04	F
CENTRAL AVENUE	MOUNTAIN AVENUE	2200	4	8420	0.95	8863	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.04	F
MOUNTAIN AVENUE	JCT Rte 83/EUCLID AVE	2200	4	8640	0.95	9095	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.07	F
JCT Rte 83/EUCLID AVE	FOURTH STREET	2200	4	8360	0.95	8800	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.03	F
FOURTH STREET	VINEYARD AVENUE	2200	5	8250	0.85	9706	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.91	E
VINEYARD AVENUE	ARCHIBALD AVENUE	2200	5	8310	0.85	9776	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.92	E
ARCHIBALD AVENUE	HAVEN AVENUE	2200	5	8910	0.90	9900	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	E
HAVEN AVENUE	MILLIKEN AVENUE	2200	5	8910	0.90	9900	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	E
MILLIKEN AVENUE	JCT Rte 15	2200	5	8910	0.90	9900	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	E
JCT Rte 15	ETIWANDA AVENUE	2200	4	7540	0.95	7937	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	E
ETIWANDA AVENUE	CHERRY AVENUE	2200	4	8150	0.97	8402	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.99	E
CHERRY AVENUE	CITRUS AVENUE	2200	4	8100	0.97	8351	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.98	E
CITRUS AVENUE	SIERRA AVENUE	2200	4	7950	0.97	8196	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.96	E
SIERRA AVENUE	CEDAR AVENUE	2200	4	7550	0.95	7947	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	E
CEDAR AVENUE	RIVERSIDE AVENUE	2200	4	7920	0.95	8337	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.98	E
RIVERSIDE AVENUE	PEPPER AVENUE	2200	4	7870	0.95	8284	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.97	E
PEPPER AVENUE	RANCHO AVENUE	2200	4	7810	0.95	8221	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.97	E
RANCHO AVENUE	NINTH STREET	2200	4	7700	0.95	8105	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.95	E
NINTH STREET	MT. VERNON AVENUE	2200	4	7590	0.95	7989	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.94	E
MT. VERNON AVENUE	JCT. Rte 215	2200	5	7480	0.90	8311	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.78	D
JCT. Rte 215	WATERMAN AVENUE	2200	5	8910	0.85	10482	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.99	E
WATERMAN AVENUE	TIPECAÑOE AVENUE	2200	4	8170	0.95	8600	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.01	F
TIPECAÑOE AVENUE	MOUNTAIN VIEW AVENUE	2200	4	8110	0.95	8537	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.00	E
MOUNTAIN VIEW AVENUE	CALIFORNIA STREET	2200	4	8050	0.95	8474	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.00	E
CALIFORNIA STREET	JCT. Rte 30/ALABAMA	2200	5	8280	0.90	9200	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.86	D
JCT. Rte 30/ALABAMA	ORANGE STREET/RTE 38	2200	4	6480	0.85	7624	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.90	E
ORANGE STREET/RTE 38	SIXTH STREET	2200	3	5220	0.95	5495	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.86	D
SIXTH STREET	UNIVERSITY STREET	2200	3	5580	0.95	5874	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.92	E
UNIVERSITY STREET	CYPRESS AVENUE	2200	3	4560	0.95	4800	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.75	C
CYPRESS AVENUE	FORD ST/MORRISON AVE	2200	3	4740	0.95	4989	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.78	D
FORD ST/MORRISON AVE	REDLANDS BLVD	2200	3	4260	0.95	4484	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.70	C
REDLANDS BLVD	WABASH AVENUE	2200	3	4560	0.95	4800	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.75	C
WABASH AVENUE	YUCAIPA BLVD	2200	3	3660	0.95	3853	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D
YUCAIPA BLVD	LIVE OAK CANYON RD	2200	3	3300	0.95	3474	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.60	C
LIVE OAK CANYON RD	COUNTYLINE RD/RIV.CO.)	2200	3	3300	0.95	3474	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.54	B

Table 3-1
for 70 mph

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-10-0/R39.16
Filename: 10WBPMP_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 10 WESTBOUND PM

From	To	Basic Freeway Segments			Table 3-4			Table 3-7			Table 3-8			(for 70 mph)		
		C(0)	N	PHF	SF	P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C	LOS		
LA COUNTY LINE	MONTE VISTA AVE	2200	4	7060	0.95	7432	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.87	D	
MONTE VISTA AVE	CENTRAL AVENUE	2200	4	6880	0.95	7242	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.85	D	
CENTRAL AVENUE	MOUNTAIN AVENUE	2200	4	6880	0.95	7242	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.85	D	
MOUNTAIN AVENUE	JCT Rte 83/EUCLID AVE	2200	4	7060	0.95	7432	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.87	D	
JCT Rte 83/EUCLID AVE	FOURTH STREET	2200	4	6840	0.95	7200	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.85	D	
FOURTH STREET	VINEYARD AVENUE	2200	5	6750	0.85	7941	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.75	C	
VINEYARD AVENUE	ARCHIBALD AVENUE	2200	5	6790	0.85	7988	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.75	C	
ARCHIBALD AVENUE	HAVEN AVENUE	2200	5	7200	0.90	8100	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D	
HAVEN AVENUE	MILLIKEN AVENUE	2200	5	7290	0.90	8100	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D	
MILLIKEN AVENUE	JCT. Rte 15	2200	5	7290	0.90	8100	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D	
JCT. Rte 15	ETIWANDA AVENUE	2200	4	6160	0.95	6484	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D	
ETIWANDA AVENUE	CHERRY AVENUE	2200	4	8150	0.97	8402	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.99	E	
CHERRY AVENUE	CITRUS AVENUE	2200	4	8100	0.97	8351	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.98	E	
CITRUS AVENUE	SIERRA AVENUE	2200	4	7950	0.97	8196	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.96	E	
SIERRA AVENUE	CEDAR AVENUE	2200	4	7550	0.95	7947	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	E	
CEDAR AVENUE	RIVERSIDE AVENUE	2200	4	6480	0.95	6821	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.80	D	
RIVERSIDE AVENUE	PEPPER AVENUE	2200	4	6430	0.95	6768	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.80	D	
PEPPER AVENUE	RANCHO AVENUE	2200	4	6390	0.95	6726	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.79	D	
RANCHO AVENUE	NINTH STREET	2200	4	6300	0.95	6632	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.78	D	
NINTH STREET	MT. VERNON AVENUE	2200	4	6210	0.95	6537	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.77	D	
MT. VERNON AVENUE	JCT. Rte 215	2200	5	6120	0.90	6800	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.64	C	
JCT. Rte 215	WATERMAN AVENUE	2200	5	6590	0.85	7753	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.73	C	
WATERMAN AVENUE	TIPPECANOE AVENUE	2200	4	6030	0.95	6347	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.75	C	
TIPPECANOE AVENUE	MOUNTAIN VIEW AVENUE	2200	4	5990	0.95	6305	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.74	C	
MOUNTAIN VIEW AVENUE	CALIFORNIA STREET	2200	4	5950	0.95	6263	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.74	C	
CALIFORNIA STREET	JCT. Rte 30/ALABAMA	2200	5	5520	0.90	6133	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.58	C	
JCT. Rte 30/ALABAMA	ORANGE STREET/Rte 38	2200	4	4320	0.85	5082	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.60	C	
ORANGE STREET/Rte 38	SIXTH STREET	2200	3	3480	0.95	3663	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.57	C	
SIXTH STREET	UNIVERSITY STREET	2200	3	3720	0.95	3916	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.61	C	
UNIVERSITY STREET	CYPRESS AVENUE	2200	3	3040	0.95	3200	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.50	B	
CYPRESS AVENUE	FORD ST/MORRISON AVE	2200	3	3160	0.95	3326	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.52	B	
FORD ST/MORRISON AVE	REDLANDS BLVD	2200	3	2840	0.95	2989	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.47	B	
REDLANDS BLVD	WABASH AVENUE	2200	3	3040	0.95	3200	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.50	B	
WABASH AVENUE	YUCAIPA BLVD	2200	3	3080	0.95	3242	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.51	B	
YUCAIPA BLVD	LIVE OAK CANYON RD	2200	3	2440	0.95	2568	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.40	B	
LIVE OAK CANYON RD	COUNTY LINE RD(RIV.CO.)	2200	3	2200	0.95	2316	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.36	B	

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-10/R39.16
Filename: 10WBAM_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 10 WESTBOUND AM

Basic Freeway Segments

From	To	Capacity			No. Lanes	Volume	Factor	Volume	Table 3-4			Table 3-7			Table 3-8		
		C(j)	N	V					PHF	SF	P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)
LA COUNTY LINE	MONTE VISTA AVE	2200	4	8640	0.95	9095	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.07	1.07	1.07	F
MONTE VISTA AVE	CENTRAL AVENUE	2200	4	8420	0.95	8863	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.04	1.04	1.04	F
CENTRAL AVENUE	MOUNTAIN AVENUE	2200	4	8420	0.95	8863	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.04	1.04	1.04	F
MOUNTAIN AVENUE	JCT RTE 83/EUCLID AVE	2200	4	8640	0.95	9095	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.07	1.07	1.07	F
JCT RTE 83/EUCLID AVE	FOURTH STREET	2200	4	8360	0.95	8800	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.03	1.03	1.03	F
FOURTH STREET	VINEYARD AVENUE	2200	5	8250	0.85	9706	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.91	0.91	0.91	E
VINEYARD AVENUE	ARCHIBALD AVENUE	2200	5	8310	0.85	9776	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.92	0.92	0.92	E
ARCHIBALD AVENUE	HAVEN AVENUE	2200	5	8910	0.90	9900	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	0.93	0.93	E
HAVEN AVENUE	MILLIKEN AVENUE	2200	5	8910	0.90	9900	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	0.93	0.93	E
MILLIKEN AVENUE	JCT. RTE 15	2200	5	8910	0.90	9900	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	0.93	0.93	E
JCT. RTE 15	ETIWANDA AVENUE	2200	4	7540	0.95	7937	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	0.93	0.93	E
ETIWANDA AVENUE	CHERRY AVENUE	2200	4	8150	0.97	8402	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.99	0.99	0.99	E
CHERRY AVENUE	CITRUS AVENUE	2200	4	8100	0.97	8351	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.98	0.98	0.98	E
CITRUS AVENUE	SIERRA AVENUE	2200	4	7950	0.97	8196	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.96	0.96	0.96	E
SIERRA AVENUE	CEDAR AVENUE	2200	4	7550	0.95	7947	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	0.93	0.93	E
CEDAR AVENUE	RIVERSIDE AVENUE	2200	4	7920	0.95	8337	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.98	0.98	0.98	E
RIVERSIDE AVENUE	PEPPER AVENUE	2200	4	7870	0.95	8284	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.97	0.97	0.97	E
PEPPER AVENUE	RANCHO AVENUE	2200	4	7810	0.95	8221	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.97	0.97	0.97	E
RANCHO AVENUE	NINTH STREET	2200	4	7700	0.95	8105	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	0.93	0.93	E
NINTH STREET	MT. VERNON AVENUE	2200	4	7590	0.95	7989	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.98	0.98	0.98	E
MT. VERNON AVENUE	JCT. RTE 215	2200	5	7480	0.90	8311	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.78	0.78	0.78	D
JCT. RTE 215	WATERMAN AVENUE	2200	5	8910	0.85	10482	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.99	0.99	0.99	E
WATERMAN AVENUE	TIPECANOE AVENUE	2200	4	8170	0.95	8600	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.01	1.01	1.01	F
TIPECANOE AVENUE	MOUNTAIN VIEW AVENUE	2200	4	8110	0.95	8537	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.00	1.00	1.00	E
MOUNTAIN VIEW AVENUE	CALIFORNIA STREET	2200	4	8050	0.95	8474	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.00	1.00	1.00	E
CALIFORNIA STREET	JCT. RTE 30/ALABAMA	2200	5	8280	0.90	9200	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.86	0.86	0.86	D
JCT. RTE 30/ALABAMA	ORANGE STREET/TIRTE 38	2200	4	6480	0.85	7624	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.90	0.90	0.90	E
ORANGE STREET/TIRTE 38	SIXTH STREET	2200	3	5220	0.95	5495	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.86	0.86	0.86	D
SIXTH STREET	UNIVERSITY STREET	2200	3	5580	0.95	5874	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.92	0.92	0.92	E
UNIVERSITY STREET	CYPRESS AVENUE	2200	3	4560	0.95	4800	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.75	0.75	0.75	C
CYPRESS AVENUE	FORD ST/MORRISON AVE	2200	3	4740	0.95	4989	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.78	0.78	0.78	D
FORD ST/MORRISON AVE	REDLANDS BLVD	2200	3	4260	0.95	4484	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.70	0.70	0.70	C
REDLANDS BLVD	WABASH AVENUE	2200	3	4560	0.95	4800	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.75	0.75	0.75	C
WABASH AVENUE	YUCAIPA BLVD	2200	3	4620	0.95	4863	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	0.76	0.76	D
YUCAIPA BLVD	LIVE OAK CANYON RD	2200	3	3660	0.95	3853	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.60	0.60	0.60	C
LIVE OAK CANYON RD	COUNTY LINE RD(RIV.CO)	2200	3	3300	0.95	3474	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.54	0.54	0.54	B

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-10-0/R39.16
Filename: 10EBAM_00.XLS

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 10 EASTBOUND AM

Basic Freeway Segments		Capacity		No. Lanes	Volume	Factor	Volume	Table 3-4		Table 3-7		Table 3-8		Table 3-1 (for 70 mph)	
From	To	C(0)	N	V	PHF	SF	P(0)	E(t)	Pr	E(r)	P(b)	E(b)	f(HV)	V/C	LOS
LA COUNTY LINE	MONTE VISTA AVE	2200	4	7060	0.95	7432	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.87	D
MONTE VISTA AVE	CENTRAL AVENUE	2200	4	6880	0.95	7242	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.85	D
CENTRAL AVENUE	MOUNTAIN AVENUE	2200	4	6880	0.95	7242	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.85	D
MOUNTAIN AVENUE	JCT RTE 83/EUCLID AVE	2200	4	7060	0.95	7432	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.87	D
JCT RTE 83/EUCLID AVE	FOURTH STREET	2200	4	6840	0.95	7200	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.85	D
FOURTH STREET	VINEYARD AVENUE	2200	5	6750	0.85	7941	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.75	C
VINEYARD AVENUE	ARCHIBALD AVENUE	2200	5	6790	0.85	7988	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.75	C
ARCHIBALD AVENUE	HAVEN AVENUE	2200	5	7290	0.90	8100	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D
HAVEN AVENUE	MILLIKEN AVENUE	2200	5	7290	0.90	8100	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D
MILLIKEN AVENUE	JCT. RTE 15	2200	5	7290	0.90	8100	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D
JCT. RTE 15	ETIWANDA AVENUE	2200	4	6160	0.95	6484	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D
ETIWANDA AVENUE	CHERRY AVENUE	2200	4	8150	0.97	8402	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.99	E
CHERRY AVENUE	CITRUS AVENUE	2200	4	8100	0.97	8351	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.98	E
CITRUS AVENUE	SIERRA AVENUE	2200	4	7950	0.97	8196	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.96	E
SIERRA AVENUE	CEDAR AVENUE	2200	4	7550	0.95	7947	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	E
CEDAR AVENUE	RIVERSIDE AVENUE	2200	4	6480	0.95	6821	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.80	D
RIVERSIDE AVENUE	PEPPER AVENUE	2200	4	6430	0.95	6768	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.80	D
PEPPER AVENUE	RANCHO AVENUE	2200	4	6390	0.95	6726	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.79	D
RANCHO AVENUE	NINTH STREET	2200	4	6300	0.95	6632	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.78	D
NINTH STREET	MT. VERNON AVENUE	2200	4	6210	0.95	6537	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.77	D
MT. VERNON AVENUE	JCT. RTE 215	2200	5	6120	0.90	6800	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.64	C
JCT. RTE 215	WATERMAN AVENUE	2200	5	6590	0.85	7753	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.73	C
WATERMAN AVENUE	TIPPECANOE AVENUE	2200	4	6030	0.95	6347	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.75	C
TIPPECANOE AVENUE	MOUNTAIN VIEW AVENUE	2200	4	5990	0.95	6305	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.74	C
MOUNTAIN VIEW AVENUE	CALIFORNIA STREET	2200	4	5950	0.95	6263	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.74	C
CALIFORNIA STREET	JCT. RTE 30/ALABAMA	2200	5	5520	0.90	6133	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.58	C
JCT. RTE 30/ALABAMA	ORANGE STREET/RTE 38	2200	4	4320	0.85	5082	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.60	C
ORANGE STREET/RTE 38	SIXTH STREET	2200	3	3480	0.95	3663	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.57	C
SIXTH STREET	UNIVERSITY STREET	2200	3	3720	0.95	3916	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.61	C
UNIVERSITY STREET	CYPRESS AVENUE	2200	3	3040	0.95	3200	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.50	B
CYPRESS AVENUE	FORD ST/MORRISON AVE	2200	3	3160	0.95	3326	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.52	B
FORD ST/MORRISON AVE	REDLANDS BLVD	2200	3	2840	0.95	2989	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.47	B
REDLANDS BLVD	WABASH AVENUE	2200	3	3040	0.95	3200	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.50	B
WABASH AVENUE	YUCAIPA BLVD	2200	3	3080	0.95	3242	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.51	B
YUCAIPA BLVD	LIVE OAK CANYON RD	2200	3	2440	0.95	2568	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.40	B
LIVE OAK CANYON RD	COUNTY LINE RD(RIV.CO.)	2200	3	2200	0.95	2316	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.36	B

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 15 PEAK HOUR VOLUMES

From	To	Basic Freeway Segments				PM PEAK HOUR VOLUME				AM PEAK HOUR VOLUME			
		Two-Way Volume	Northbound DS VOL.	Southbound DS VOL.	Two-Way Volume	Southbound DS VOL.	Two-Way Volume	Southbound DS VOL.	Two-Way Volume	Southbound DS VOL.	Two-Way Volume	Southbound DS VOL.	Two-Way Volume
RIV COLINE	JURUPA AVENUE	13000	52.5	6830	47.5	6170	13000	52.5	6830	47.5	6170	47.5	6170
JURUPA AVENUE	JCT. RTE 10	13300	52.5	6980	47.5	6320	13300	52.5	6980	47.5	6320	47.5	6320
JCT. RTE 10	FOURTH STREET	11500	60.0	6900	40.0	4600	11500	60.0	6900	40.0	4600	40.0	4600
FOURTH STREET	JCT. RTE 66	10200	60.0	6120	40.0	4080	10200	60.0	6120	40.0	4080	40.0	4080
JCT. RTE 66	BASE LINE INTERCHANGE	8300	60.0	4980	40.0	3320	8300	60.0	4980	40.0	3320	40.0	3320
BASE LINE INTERCHANGE	CHERRY AVENUE	7300	60.0	4380	40.0	2920	7300	60.0	4380	40.0	2920	40.0	2920
CHERRY AVENUE	SIERRA AVENUE	6900	60.0	4140	40.0	2760	6900	60.0	4140	40.0	2760	40.0	2760
SIERRA AVENUE	JCT. RTE 215	6800	60.0	4080	40.0	2720	6800	60.0	4080	40.0	2720	40.0	2720
JCT. RTE 215	KENWOOD AVENUE	9200	62.5	5750	37.5	3450	9200	62.5	5750	37.5	3450	37.5	3450
KENWOOD AVENUE	CLEGHORN ROAD	9200	62.5	5750	37.5	3450	9200	62.5	5750	37.5	3450	37.5	3450
CLEGHORN ROAD	JCT. RTE 138	9500	62.5	5940	37.5	3560	9500	62.5	5940	37.5	3560	37.5	3560
JCT. RTE 138	OAK HILL ROAD	7300	62.5	4560	37.5	2740	7300	62.5	4560	37.5	2740	37.5	2740
OAK HILL ROAD	JCT. RTE 395 NORTH	6900	62.5	4310	37.5	2590	6900	62.5	4310	37.5	2590	37.5	2590
JCT. RTE 395 NORTH	JOSHUA ST/PALM AVE.	7000	60.0	4200	40.0	2800	7000	60.0	4200	40.0	2800	40.0	2800
JOSHUA ST/PALM AVE.	PHELAN ROAD	7100	60.0	4260	40.0	2840	7100	60.0	4260	40.0	2840	40.0	2840
PHELAN ROAD	BEAR VALLEY CUTOFF	6600	60.0	3960	40.0	2640	6600	60.0	3960	40.0	2640	40.0	2640
BEAR VALLEY CUTOFF	JCT. RTE 18 WEST	6300	60.0	3780	40.0	2520	6300	60.0	3780	40.0	2520	40.0	2520
JCT. RTE 18 WEST	MOJAVE DRIVE	6700	60.0	4020	40.0	2680	6700	60.0	4020	40.0	2680	40.0	2680
MOJAVE DRIVE	JCT. RTE 18 (D ST)	5900	60.0	3540	40.0	2360	5900	60.0	3540	40.0	2360	40.0	2360
JCT. RTE 18 (D ST)	E STREET	4800	65.0	3120	35.0	1680	4800	65.0	3120	35.0	1680	35.0	1680
E STREET	S JCT STODDARD WELLS	4700	65.0	3060	35.0	1640	4700	65.0	3060	35.0	1640	35.0	1640
S JCT STODDARD WELLS	N JCT STODDARD WELLS	4800	65.0	3120	35.0	1680	4800	65.0	3120	35.0	1680	35.0	1680
N JCT STODDARD WELLS	BOULDER ROAD	4700	65.0	3060	35.0	1640	4700	65.0	3060	35.0	1640	35.0	1640
BOULDER ROAD	WILD WASH	4700	65.0	3060	35.0	1640	4700	65.0	3060	35.0	1640	35.0	1640
WILD WASH	HODGE ROAD	4800	65.0	3120	35.0	1680	4800	65.0	3120	35.0	1680	35.0	1680
HODGE ROAD	OUTLET CENTER DR	4800	65.0	3120	35.0	1680	4800	65.0	3120	35.0	1680	35.0	1680
OUTLET CENTER DR	LENWOOD ROAD	4800	65.0	3120	35.0	1680	4800	65.0	3120	35.0	1680	35.0	1680
LENWOOD ROAD	WEST MAIN STREET	5100	65.0	3320	35.0	1780	5100	65.0	3320	35.0	1780	35.0	1780
WEST MAIN STREET	JCT. RTE 247 SOUTH	5300	65.0	3450	35.0	1850	5300	65.0	3450	35.0	1850	35.0	1850
JCT. RTE 247 SOUTH	JCT. RTE 40 EAST	5100	65.0	3320	35.0	1780	5100	65.0	3320	35.0	1780	35.0	1780
JCT. RTE 40 EAST	EAST MAIN STREET	3500	65.0	2150	35.0	1150	3300	65.0	2150	35.0	1150	35.0	1150
EAST MAIN STREET	JCT RTE 58 WEST	3850	65.0	2500	35.0	1350	3850	65.0	2500	35.0	1350	35.0	1350

San Bernardino County CMP, 2003 Update

September 29, 2000
08-SBD-15-00/76.88

FILENAME: 15SBPM_00.XLS

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)

ROUTE 15 SOUTHBOUND PM

From	T ₀	Basic Freeway Segments						ROUTE 15 SOUTHBOUND PM						Table 3-8					
		C(0)	N	V	PHF	SF	P(0)	E(0)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C	LOS	Table 3-1 (for 70 mph)			
RIV CO LINE	JURUPA AVENUE	2200	4	6170	0.95	6495	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D				
JURUPA AVENUE	JCT. RTE 10	2200	4	6320	0.95	6653	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.78	D				
JCT. RTE 10	FOURTH STREET	2200	4	4600	0.95	4842	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.57	C				
FOURTH STREET	JCT. RTE 66	2200	4	4080	0.95	4295	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.50	B				
JCT. RTE 66	BASE LINE INTERCHANGE	2200	4	3320	0.95	3495	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.41	B				
BASE LINE INTERCHANGE	CHERRY AVENUE	2200	4	2920	0.90	3244	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.38	B				
CHERRY AVENUE	SIERRA AVENUE	2200	4	2760	0.95	2905	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.34	B				
SIERRA AVENUE	JCT. RTE 215	2200	3	2720	0.95	2863	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.45	B				
JCT. RTE 215	KENWOOD AVENUE	2200	4	3450	0.90	3833	0.05	6	0.02	4	0.01	4	0.746	0.58	C				
KENWOOD AVENUE	CLEGHORN ROAD	2200	4	3450	0.90	3833	0.05	6	0.02	4	0.01	4	0.746	0.58	C				
CLEGHORN ROAD	JCT. RTE 138	2200	4	3560	0.90	3956	0.05	6	0.02	4	0.01	4	0.746	0.60	C				
JCT. RTE 138	OAK HILL ROAD	2200	4	2740	0.90	3044	0.05	4	0.02	4	0.01	4	0.806	0.43	B				
OAK HILL ROAD	JCT. RTE 395 NORTH	2200	4	2590	0.90	2878	0.05	4	0.02	4	0.01	4	0.806	0.41	B				
JCT. RTE 395 NORTH	JOSHUA ST./PALM AVE.	2200	3	2800	0.95	2947	0.05	2	0.02	2	0.01	2	0.926	0.48	B				
JOSHUA ST./PALM AVE.	PHELAN ROAD	2200	3	2840	0.95	2989	0.05	2	0.02	2	0.01	2	0.926	0.49	B				
PHELAN ROAD	BEAR VALLEY CUTOFF	2200	3	2640	0.90	2933	0.05	2	0.02	2	0.01	2	0.926	0.48	B				
BEAR VALLEY CUTOFF	JCT. RTE 18 WEST	2200	3	2520	0.90	2800	0.05	2	0.02	2	0.01	2	0.926	0.46	B				
JCT. RTE 18 WEST	MOJAVE DRIVE	2200	3	2680	0.90	2978	0.05	2	0.02	2	0.01	2	0.926	0.49	B				
MOJAVE DRIVE	JCT. RTE 18 (D ST)	2200	3	2360	0.90	2622	0.05	2	0.02	2	0.01	2	0.926	0.43	B				
JCT. RTE 18 (D ST)	E STREET	2200	2	1680	0.95	1768	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.42	B				
E STREET	S JCT STODDARD WELLS	2200	2	1640	0.95	1726	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.41	B				
S JCT STODDARD WELLS	N JCT STODDARD WELLS	2200	2	1680	0.95	1768	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.42	B				
N JCT STODDARD WELLS	BOULDER ROAD	2200	2	1640	0.95	1726	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.41	B				
BOULDER ROAD	WILD WASH	2200	2	1640	0.95	1726	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.41	B				
WILD WASH	HODGE ROAD	2200	2	1680	0.95	1768	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.42	B				
HODGE ROAD	OUTLET CENTER DR	2200	2	1680	0.95	1768	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.42	B				
OUTLET CENTER DR	LENWOOD ROAD	2200	2	1680	0.95	1768	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.42	B				
LENWOOD ROAD	WEST MAIN STREET	2200	2	1780	0.95	1874	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.44	B				
WEST MAIN STREET	JCT. RTE 247 SOUTH	2200	2	1850	0.95	1947	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.46	B				
JCT. RTE 247 SOUTH	JCT. RTE 40 EAST	2200	2	1780	0.95	1874	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.44	B				
JCT. RTE 40 EAST	EAST MAIN STREET	2200	2	1150	0.95	1211	0.05	6	0.02	1.2	0.01	1.5	0.794	0.35	B				
EAST MAIN STREET	JCT RTE 58 WEST	2200	2	1350	0.95	1421	0.05	3	0.02	1.2	0.01	1.5	0.902	0.36	B				

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 15 NORTHBOUND PM

From	To	Basic Freeway Segments			Capacity	No. Lanes	Volume	Factor	Volume	Table 3-4			Table 3-7			Table 3-8			
		C(0)	N	V						PHF	SF	P(0)	E(t)	P(r)	E(b)	f(HV)	V/C		
RIV CO LINE	JURUPA AVENUE	2200	4	6830	0.95	7189	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.84	D				
JURUPA AVENUE	JCT. RTE 10	2200	4	6980	0.95	7347	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.86	D				
JCT. RTE 10	FOURTH STREET	2200	4	6900	0.95	7263	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.85	D				
FOURTH STREET	JCT. RTE 66	2200	4	6120	0.95	6442	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D				
JCT. RTE 66	BASE LINE INTERCHANGE	2200	4	4980	0.95	5242	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.62	C				
BASE LINE INTERCHANGE	CHERRY AVENUE	2200	4	4380	0.90	4867	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.57	C				
CHERRY AVENUE	SIERRA AVENUE	2200	4	4140	0.95	4358	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.51	B				
SIERRA AVENUE	JCT. RTE 215	2200	3	4080	0.95	4295	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.67	C				
JCT. RTE 215	KENWOOD AVENUE	2200	4	5750	0.90	6389	0.05	4	0.02	4	0.01	4	0.806	0.90	E				
KENWOOD AVENUE	CLEGHORN ROAD	2200	4	5750	0.90	6389	0.05	4	0.02	4	0.01	4	0.806	0.90	E				
CLEGHORN ROAD	JCT. RTE 138	2200	4	5940	0.90	6600	0.05	4	0.02	4	0.01	4	0.806	0.93	E				
JCT. RTE 138	OAK HILL ROAD	2200	4	4560	0.90	5067	0.05	4	0.02	4	0.01	4	0.806	0.71	C				
OAK HILL ROAD	JCT. RTE 395 NORTH	2200	4	4310	0.90	4789	0.05	4	0.02	4	0.01	4	0.806	0.67	C				
JCT. RTE 395 NORTH	JOSHUA ST./PALM AVE.	2200	3	4200	0.95	4421	0.05	2	0.02	2	0.01	2	0.926	0.72	C				
JOSHUA ST./PALM AVE.	PHELAN ROAD	2200	3	4260	0.95	4484	0.05	2	0.02	2	0.01	2	0.926	0.73	C				
PHELAN ROAD	BEAR VALLEY CUTOFF	2200	3	3960	0.90	4400	0.05	2	0.02	2	0.01	2	0.926	0.72	C				
BEAR VALLEY CUTOFF	JCT. RTE 18 WEST	2200	3	3780	0.90	4200	0.05	2	0.02	2	0.01	2	0.926	0.69	C				
JCT. RTE 18 WEST	MOJAVE DRIVE	2200	3	4020	0.90	4467	0.05	2	0.02	2	0.01	2	0.926	0.73	C				
MOJAVE DRIVE	JCT. RTE 18 (D ST)	2200	3	3540	0.90	3933	0.05	2	0.02	2	0.01	2	0.926	0.64	C				
JCT. RTE 18 (D ST)	E STREET	2200	2	3120	0.95	3284	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.77	D				
E STREET	S JCT STODDARD WELLS	2200	2	3060	0.95	3221	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D				
S JCT STODDARD WELLS	N JCT STODDARD WELLS	2200	2	3120	0.95	3284	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.77	D				
N JCT STODDARD WELLS	BOULDER ROAD	2200	2	3060	0.95	3221	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D				
BOULDER ROAD	WILD WASH	2200	2	3060	0.95	3221	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D				
WILD WASH	HODGE ROAD	2200	2	3120	0.95	3284	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.77	D				
HODGE ROAD	OUTLET CENTER DR	2200	2	3120	0.95	3284	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.77	D				
OUTLET CENTER DR	LENWOOD ROAD	2200	2	3320	0.95	3495	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.82	D				
LENWOOD ROAD	WEST MAIN STREET	2200	2	3450	0.95	3632	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.85	D				
WEST MAIN STREET	JCT. RTE 247 SOUTH	2200	2	3320	0.95	3495	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.82	D				
JCT. RTE 247 SOUTH	JCT. RTE 40 EAST	2200	2	2150	0.95	2263	0.05	6	0.02	1.2	0.01	1.5	0.794	0.65	C				
JCT. RTE 40 EAST	EAST MAIN STREET	2200	2	2500	0.95	2632	0.05	3	0.02	1.2	0.01	1.5	0.902	0.66	C				

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)

ROUTE 15 NORTHBOUND AM

Basic Freeway Segments		Capacity	No. Lanes	Volume	Factor	Volume	Table 3-4			Table 3-7			Table 3-8			Table 3-9		
From	To						C(i)	N	V	PHF	SF	P(t)	E(t)	P(t)	E(t)	f(HV)	V/C	LOS
RIV CO LINE	JURUPA AVENUE	2200	4	6170	0.95	6495	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D			
JURUPA AVENUE	JCT. RTE 10	2200	4	6320	0.95	6653	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.78	C			
JCT. RTE 10	FOURTH STREET	2200	4	4660	0.95	4842	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.57	B			
FOURTH STREET	JCT. RTE 66	2200	4	4080	0.95	4295	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.50	B			
JCT. RTE 66	BASE LINE INTERCHANGE	2200	4	3320	0.95	3495	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.41	B			
BASE LINE INTERCHANGE	CHERRY AVENUE	2200	4	2920	0.90	3244	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.38	B			
CHERRY AVENUE	SIERRA AVENUE	2200	4	2760	0.95	2905	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.34	B			
SIERRA AVENUE	JCT. RTE 215	2200	3	2720	0.95	2863	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.45	B			
JCT. RTE 215	KENWOOD AVENUE	2200	4	3450	0.90	3833	0.05	6	0.02	4	0.01	4	0.746	0.58	C			
KENWOOD AVENUE	CLEGHORN ROAD	2200	4	3450	0.90	3833	0.05	6	0.02	4	0.01	4	0.746	0.58	C			
CLEGHORN ROAD	JCT. RTE 138	2200	4	3560	0.90	3956	0.05	6	0.02	4	0.01	4	0.746	0.60	C			
JCT. RTE 138	OAK HILL ROAD	2200	4	2740	0.90	3044	0.05	4	0.02	4	0.01	4	0.806	0.43	B			
OAK HILL ROAD	JCT. RTE 395 NORTH	2200	4	2590	0.90	2878	0.05	4	0.02	4	0.01	4	0.806	0.41	B			
JCT. RTE 395 NORTH	JOSHUA ST./PALM AVE.	2200	3	2800	0.95	2947	0.05	2	0.02	2	0.01	2	0.926	0.48	B			
JOSHUA ST./PALM AVE.	PHELAN ROAD	2200	3	2840	0.95	2989	0.05	2	0.02	2	0.01	2	0.926	0.49	B			
PHELAN ROAD	BEAR VALLEY CUTOFF	2200	3	2640	0.90	2933	0.05	2	0.02	2	0.01	2	0.926	0.48	B			
BEAR VALLEY CUTOFF	JCT. RTE 18/WEST	2200	3	2520	0.90	2800	0.05	2	0.02	2	0.01	2	0.926	0.46	B			
JCT. RTE 18/WEST	MOJAVE DRIVE	2200	3	2680	0.90	2978	0.05	2	0.02	2	0.01	2	0.926	0.49	B			
MOJAVE DRIVE	JCT. RTE 18 (D ST)	2200	3	2360	0.90	2622	0.05	2	0.02	2	0.01	2	0.926	0.43	B			
JCT. RTE 18 (D ST)	E STREET	2200	2	1680	0.95	1768	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.42	B			
E STREET	S.JCT STODDARD WELLS	2200	2	1640	0.95	1726	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.41	B			
S.JCT STODDARD WELLS	N.JCT STODDARD WELLS	2200	2	1630	0.95	1768	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.42	B			
N.JCT STODDARD WELLS	BOULDER ROAD	2200	2	1640	0.95	1726	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.41	B			
BOULDER ROAD	WILD WASH	2200	2	1640	0.95	1726	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.41	B			
WILD WASH	HODGE ROAD	2200	2	1680	0.95	1768	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.42	B			
HODGE ROAD	OUTLET CENTER DR	2200	2	1680	0.95	1768	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.42	B			
OUTLET CENTER DR	LENWOOD ROAD	2200	2	1680	0.95	1768	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.42	B			
LENWOOD ROAD	WEST MAIN STREET	2200	2	1780	0.95	1874	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.44	B			
WEST MAIN STREET	JCT. RTE 247 SOUTH	2200	2	1850	0.95	1947	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.46	B			
JCT. RTE 247 SOUTH	JCT. RTE 40 EAST	2200	2	1780	0.95	1874	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.44	B			
JCT. RTE 40 EAST	EAST MAIN STREET	2200	2	1150	0.95	1211	0.05	6	0.02	1.2	0.01	1.5	0.794	0.35	B			
EAST MAIN STREET	JCT RTE 58 WEST	2200	2	1350	0.95	1421	0.05	3	0.02	1.2	0.01	1.5	0.902	0.36	B			

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)

ROUTE 15 SOUTHBOUND AM

From	Basic Freeway Segments	Capacity	No. Lanes	Volume	Factor	Table 3-4			Table 3-7			Table 3-8			Table 3-1 (for 70 mph)		
						C(1)	N	V	PHF	SF	P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	R(HV)
RIV CO LINE	JURUPA AVENUE	2200	4	6830	0.95	7189	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.84	D		
JURUPA AVENUE	JCT. RTE 10	2200	4	6980	0.95	7347	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.86	D		
JCT. RTE 10	FOURTH STREET	2200	4	6990	0.95	7263	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.85	D		
FOURTH STREET	JCT. RTE 66	2200	4	6120	0.95	6442	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D		
JCT. RTE 66	BASE LINE INTERCHANGE	2200	4	4980	0.95	5242	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.62	C		
BASE LINE INTERCHANGE	CHERRY AVENUE	2200	4	4380	0.90	4867	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.57	C		
CHERRY AVENUE	SIERRA AVENUE	2200	4	4140	0.95	4358	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.51	B		
SIERRA AVENUE	JCT. RTE 215	2200	3	4080	0.95	4295	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.67	C		
JCT. RTE 215	KENWOOD AVENUE	2200	4	5750	0.95	6053	0.05	6	0.02	6	0.01	4	0.725	0.95	E		
KENWOOD AVENUE	CLEGHORN ROAD	2200	4	5750	0.95	6053	0.05	6	0.02	6	0.01	4	0.725	0.95	E		
CLEGHORN ROAD	JCT. RTE 138	2200	4	5940	0.95	6253	0.05	4	0.02	6	0.01	4	0.781	0.91	E		
JCT. RTE 138	OAK HILL ROAD	2200	4	4560	0.90	5067	0.05	4	0.02	4	0.01	4	0.806	0.71	C		
OAK HILL ROAD	JCT. RTE 395 NORTH	2200	4	4310	0.90	4789	0.05	4	0.02	4	0.01	4	0.806	0.67	C		
JCT. RTE 395 NORTH	JOSHUA ST./PALM AVE.	2200	3	4200	0.95	4421	0.05	2	0.02	2	0.01	2	0.926	0.72	C		
JOSHUA ST./PALM AVE.	PHELAN ROAD	2200	3	4260	0.95	4484	0.05	2	0.02	2	0.01	2	0.926	0.73	C		
PHELAN ROAD	BEAR VALLEY CUTOFF	2200	3	3960	0.90	4400	0.05	2	0.02	2	0.01	2	0.926	0.72	C		
BEAR VALLEY CUTOFF	JCT. RTE 18 WEST	2200	3	3780	0.90	4200	0.05	2	0.02	2	0.01	2	0.926	0.69	C		
JCT. RTE 18 WEST	MOJAVE DRIVE	2200	3	4020	0.90	4467	0.05	2	0.02	2	0.01	2	0.926	0.73	C		
MOJAVE DRIVE	JCT. RTE 18 (D ST)	2200	3	3540	0.90	3933	0.05	2	0.02	2	0.01	2	0.926	0.64	C		
JCT. RTE 18 (D ST)	E STREET	2200	2	3120	0.95	3284	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.77	C		
E STREET	S JCT STODDARD WELLS	2200	2	3060	0.95	3221	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	C		
S JCT STODDARD WELLS	N JCT STODDARD WELLS	2200	2	3120	0.95	3284	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.77	C		
N JCT STODDARD WELLS	BOULDER ROAD	2200	2	3060	0.95	3221	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D		
BOULDER ROAD	WILD WASH	2200	2	3060	0.95	3221	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D		
WILD WASH	HODGE ROAD	2200	2	3120	0.95	3284	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.77	D		
HODGE ROAD	OUTLET CENTER DR	2200	2	3120	0.95	3284	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.77	D		
OUTLET CENTER DR	LENWOOD ROAD	2200	2	3120	0.95	3284	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.77	D		
LENWOOD ROAD	WEST MAIN STREET	2200	2	3320	0.95	3495	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.82	D		
WEST MAIN STREET	JCT. RTE 247 SOUTH	2200	2	3450	0.95	3632	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.85	D		
JCT. RTE 247 SOUTH	JCT. RTE 40 EAST	2200	2	3320	0.95	3495	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.82	D		
JCT. RTE 40 EAST	EAST MAIN STREET	2200	2	2150	0.95	2263	0.05	6	0.02	1.2	0.01	1.5	0.794	0.65	C		
EAST MAIN STREET	JCT RTE 58 WEST	2200	2	2500	0.95	2632	0.05	3	0.02	1.2	0.01	1.5	0.902	0.66	C		

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-30 PM 22.00 /R33.16
FILENAME: SBD30PHV_00.XLS

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 30 (FWY Portion) PEAK HOUR VOLUMES

From	To	PM PEAK HOUR VOLUME						AM PEAK HOUR VOLUME					
		Two-Way			EASTBOUND			WESTBOUND			Two-Way		
		Volume	DS	VOL.	DS	VOL.	Volume	DS	VOL.	DS	VOL.	DS	VOL.
HIGHLAND AVE.	JCT. RTE. 215	1450	55.0	800	45.0	650	1450	55.0	800	45.0	800	45.0	650
JCT. RTE. 215	H STREET	3000	55.0	1650	45.0	1350	3000	55.0	1650	45.0	1650	45.0	1350
H STREET	NORTH JCT. RTE. 259	3100	55.0	1710	45.0	1390	3100	55.0	1710	45.0	1710	45.0	1390
NORTH JCT RTE 259	JCT RTE 18WATERMAN	6000	55.0	3300	45.0	2700	6000	55.0	3300	45.0	3300	45.0	2700
JCT RTE 18WATERMAN	DEL ROSA AVE.	6000	55.0	3300	45.0	2700	6000	55.0	3300	45.0	3300	45.0	2700
DEL ROSA AVE.	HIGHLAND AVE.	5000	55.0	2750	45.0	2250	5000	55.0	2750	45.0	2750	45.0	2250
HIGHLAND AVE.	JCT. RTE. 330	3900	55.0	2150	45.0	1750	3900	55.0	2150	45.0	2150	45.0	1750
JCT. RTE. 330	BASELINE ST.	4100	55.0	2260	45.0	1840	4100	55.0	2260	45.0	2260	45.0	1840
BASELINE ST.	FIFTH ST.	4550	55.0	2500	45.0	2050	4550	55.0	2500	45.0	2500	45.0	2050
FIFTH ST.	SAN BERNARDINO AVE.	5800	55.0	3190	45.0	2610	5800	55.0	3190	45.0	3190	45.0	2610
SAN BERNARDINO AVE.	JCT. RTE. 10	5200	55.0	2860	45.0	2340	5200	55.0	2860	45.0	2860	45.0	2340

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-30 PM 22.00 / R33.16
FILE NAME: 30EBPM_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 30 (Freeway Portion) EASTBOUND PM

From	To	Basic Freeway Segments			Capacity	No. Lanes	Volume	Factor	Volume	Table 3-4	Table 3-7	Table 3-8	Table 3-9	Table 3-1 (for 70 mph)	
		C(0)	N	V											
HIGHLAND AVE.	JCT. RTE. 215	2200	2	800	0.95		842	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.20
JCT. RTE. 215	H STREET	2200	2	1650	0.95		1737	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.41
H STREET	NORTH JCT. RTE. 259	2200	2	1710	0.95		1800	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.42
NORTH JCT. RTE. 259	JCT RTE 18/WATERMAN	2200	3	3300	0.90		3667	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.57
JCT RTE 18/WATERMAN	DEL ROSA AVE.	2200	3	3300	0.90		3667	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.57
DEL ROSA AVE.	HIGHLAND AVE.	2200	3	2750	0.90		3056	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.48
HIGHLAND AVE.	JCT. RTE. 330	2200	3	2150	0.95		2263	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.35
JCT. RTE. 330	BASELINE ST.	2200	3	2260	0.95		2379	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.37
BASELINE ST.	FIFTH ST.	2200	3	2500	0.95		2632	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.41
FIFTH ST.	SAN BERNARDINO AVE.	2200	3	3190	0.95		3358	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.53
SAN BERNARDINO AVE.	JCT. RTE. 10	2200	3	2860	0.95		3011	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.47

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-30 PM 22.00 / R33.16
FILENAME: 30WBPM_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 30 (Freeway Portion) WESTBOUND PM

Basic Freeway Segments		Capacity		No. Lanes	Volume	Factor	Volume	Table 3-4		Table 3-7		Table 3-8		Table 3-1 (for 70 mph)	
From	To	C(j)	N	V	PHF	SF	P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C	LOS
HIGHLAND AVE.	JCT. RTE. 215	2200	2	650	0.95	684	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.16	A
JCT. RTE. 215	H STREET	2200	2	1350	0.95	1421	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.33	A
H STREET	NORTH JCT. RTE. 259	2200	2	1390	0.95	1463	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.34	B
NORTH JCT. RTE 259	JCT RTE 18/WATERMAN	2200	3	2700	0.90	3000	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.47	B
JCT RTE 18/WATERMAN	DEL ROSA AVE.	2200	3	2700	0.90	3000	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.47	B
DEL ROSA AVE.	HIGHLAND AVE.	2200	3	2250	0.90	2500	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.39	B
HIGHLAND AVE	JCT. RTE. 330	2200	3	1750	0.95	1842	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.29	A
JCT. RTE. 330	BASELINE ST.	2200	3	1840	0.95	1937	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.30	A
BASELINE ST.	FIFTH ST.	2200	3	2050	0.95	2158	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.34	B
FIFTH ST.	SAN BERNARDINO AVE.	2200	3	2610	0.95	2747	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.43	B
SAN BERNARDINO AVE.	JCT. RTE. 10	2200	3	2340	0.95	2463	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.39	B

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-30 PM 22:00 / R33.16
FILENAME: 30WBAM_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 30 (Freeway Portion) WESTBOUND AM

From	To	Basic Freeway Segments			Capacity	No. Lanes	Volume	Factor	Volume	Table 3-4			Table 3-7			Table 3-8		
		C(i)	N	V						SF	P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C
HIGHLAND AVE.	JCT. RTE. 215	2200	2	800	0.95	842	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.20				
JCT. RTE. 215	H STREET	2200	2	1650	0.95	1737	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.41				A
H STREET	NORTH JCT. RTE. 259	2200	2	1710	0.95	1800	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.42				B
NORTH JCT RTE 259	JCT RTE 18/WATERMAN	2200	3	3300	0.90	3667	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.57				C
JCT RTE 18/WATERMAN/DEL ROSA AVE.	2200	3	3300	0.90	3667	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.57					
DEL ROSA AVE.	HIGHLAND AVE.	2200	3	2750	0.90	3056	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.48				B
HIGHLAND AVE	JCT. RTE. 330	2200	3	2150	0.95	2263	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.35				B
JCT. RTE. 330	BASELINE ST.	2200	3	2260	0.95	2379	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.37				B
BASELINE ST.	FIFTH ST.	2200	3	2500	0.95	2632	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.41				B
FIFTH ST.	SAN BERNARDINO AVE.	2200	3	3190	0.95	3358	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.53				B
SAN BERNARDINO AVE.	JCT. RTE. 10	2200	3	2860	0.95	3011	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.47				B

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-30 PM 22.00 / R33.16
FILENAME: 30EBAM_00.XLS

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 30 (Freeway Portion) EASTBOUND AM

Basic Freeway Segments		Capacity		No. Lanes	Volume	Factor	Volume	Table 3-4		Table 3-7		Table 3-8		Table 3-1 (for 70 mph)	
From	To	C(i)	N	V	PHF	SF	P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C	LOS
HIGHLAND AVE.	JCT. RTE. 215	2200	2	650	0.95	684	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.16	A
JCT. RTE. 215	H STREET	2200	2	1350	0.95	1421	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.33	A
H STREET	NORTH JCT. RTE. 259	2200	2	1390	0.95	1463	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.34	B
NORTH JCT RTE 259	JCT RTE 18/WATERMAN	2200	3	2700	0.90	3000	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.47	B
JCT RTE 18/WATERMAN	DEL ROSA AVE.	2200	3	2700	0.90	3000	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.47	B
DEL ROSA AVE.	HIGHLAND AVE.	2200	3	2250	0.90	2500	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.39	B
HIGHLAND AVE.	JCT. RTE. 330	2200	3	1750	0.95	1842	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.29	A
JCT. RTE. 330	BASELINE ST.	2200	3	1840	0.95	1937	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.30	A
BASELINE ST.	FIFTH ST.	2200	3	2050	0.95	2158	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.34	B
FIFTH ST.	SAN BERNARDINO AVE.	2200	3	2610	0.95	2747	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.43	B
SAN BERNARDINO AVE.	JCT. RTE. 10	2200	3	2340	0.95	2463	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.39	B

San Bernardino County CMP, 2003 Update

December 27, 2000
08-SBD-40 0.0(R154.64)
FILENAME: SBD40PHV_00.XLS

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 40 PEAK HOUR VOLUMES

From	To	Basic Freeway Segments						PM PEAK HOUR VOLUME						AM PEAK HOUR VOLUME					
		Two-Way		EASTBOUND		WESTBOUND		Two-Way		WESTBOUND		DS		VOL.		DS		VOL.	
		Volume	DS	VOL.	DS	VOL.	DS	Volume	DS	VOL.	DS	VOL.	DS	VOL.	DS	VOL.	DS	VOL.	
JCT RTE 15 EAST	MONTARA AVE	1250	25.0	310	75.0	940	1250	40.0	500	60.0	60.0	750							
MONTARA AVE	MAIN ST	1500	25.0	380	75.0	1120	1500	40.0	600	60.0	60.0	900							
MAIN ST	NEBO ST	1700	25.0	430	75.0	1270	1700	40.0	680	60.0	60.0	1020							
NEBO ST	A ST	1700	25.0	430	75.0	1270	1700	40.0	680	60.0	60.0	1020							
A ST	AIRPORT RD	1550	25.0	390	75.0	1160	1550	40.0	620	60.0	60.0	930							
AIRPORT RD	WEST NEWBERRY RD	1500	25.0	380	75.0	1120	1500	40.0	600	60.0	60.0	900							
WEST NEWBERRY RD	FORT CADY RD	1400	25.0	350	75.0	1050	1400	40.0	560	60.0	60.0	840							
FORT CADY RD	HECTOR RD	1450	25.0	360	75.0	1090	1450	40.0	580	60.0	60.0	870							
HECTOR RD	CRUCERO RD	1450	25.0	360	75.0	1090	1450	40.0	580	60.0	60.0	870							
CRUCERO RD	KELBAKER RD	1250	25.0	310	75.0	940	1250	40.0	500	60.0	60.0	750							
KELBAKER RD	ESSEX RD	1250	25.0	310	75.0	940	1250	40.0	500	60.0	60.0	750							
ESSEX RD	GOFFS RD	1250	25.0	310	75.0	940	1250	40.0	500	60.0	60.0	750							
GOFFS RD	MOUNTAIN SPRINGS RD	1100	25.0	280	75.0	820	1100	40.0	440	60.0	60.0	660							
MOUNTAIN SPRINGS	WATER RD	1050	25.0	260	75.0	790	1050	40.0	420	60.0	60.0	630							
WATER RD	JCT RTE 95 NORTH	960	25.0	240	75.0	720	960	40.0	380	60.0	60.0	580							
JCT RTE 95 NORTH	PARK RD	1100	25.0	280	75.0	820	1100	40.0	440	60.0	60.0	660							
PARK RD	RIVER RD	1050	25.0	260	75.0	790	1050	40.0	420	60.0	60.0	630							
RIVER RD	J ST	960	25.0	240	75.0	720	960	40.0	380	60.0	60.0	580							
J ST	JCT RTE 95 SOUTH	1050	25.0	260	75.0	790	1050	40.0	420	60.0	60.0	630							
JCT RTE 95 SOUTH	FIVE MILE RD	890	25.0	220	75.0	670	890	40.0	360	60.0	60.0	530							
FIVE MILE RD	PARK MOABI RD	930	25.0	230	75.0	700	930	40.0	370	60.0	60.0	560							
PARK MOABI RD	ARIZONA STATE LINE	900	25.0	230	75.0	670	900	40.0	360	60.0	60.0	540							

San Bernardino County CMP, 2003 Update

December 27, 2000
08-SBD-40 0.0/R154.64
FILE NAME: 40EBPM_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 40 EASTBOUND PM

From	To	Basic Freeway Segments			Capacity	No. Lanes	Volume	Factor	Volume	Table 3-4			Table 3-7			Table 3-8		
		C(i)	N	V						PHF	SF	P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)
JCT RTE 15 EAST	MONTARA AVE	2200	2	310	0.90	344	0.30	6	0.02	3	0.01	3	0.391	0.20	3	0.391	0.20	A
MONTARA AVE	MAIN ST	2200	2	380	0.90	422	0.30	6	0.02	3	0.01	3	0.391	0.25	3	0.391	0.25	A
MAIN ST	NEBO ST	2200	2	430	0.90	478	0.30	6	0.02	3	0.01	3	0.391	0.28	3	0.391	0.28	A
NEBO ST	AST	2200	2	430	0.90	478	0.30	6	0.02	3	0.01	3	0.391	0.28	3	0.391	0.28	A
AST	AIRPORT RD	2200	2	390	0.90	433	0.30	6	0.02	3	0.01	3	0.391	0.25	3	0.391	0.25	A
AIRPORT RD	WEST NEWBERRY RD	2200	2	380	0.90	422	0.30	6	0.02	3	0.01	3	0.391	0.25	3	0.391	0.25	A
WEST NEWBERRY RD	FORT CADY RD	2200	2	350	0.90	389	0.30	6	0.02	3	0.01	3	0.391	0.23	3	0.391	0.23	A
FORT CADY RD	HECTOR RD	2200	2	360	0.90	400	0.30	6	0.02	3	0.01	3	0.391	0.23	3	0.391	0.23	A
HECTOR RD	CRUCERO RD	2200	2	360	0.90	400	0.30	6	0.02	3	0.01	3	0.391	0.23	3	0.391	0.23	A
CRUCERO RD	KELBAKER RD	2200	2	310	0.90	344	0.30	6	0.02	3	0.01	3	0.391	0.20	3	0.391	0.20	A
KELBAKER RD	ESSEX RD	2200	2	310	0.90	344	0.30	6	0.02	3	0.01	3	0.391	0.20	3	0.391	0.20	A
ESSEX RD	GOFIS RD	2200	2	310	0.90	344	0.30	6	0.02	3	0.01	3	0.391	0.20	3	0.391	0.20	A
GOFIS RD	MOUNTAIN SPRINGS RD	2200	2	280	0.90	311	0.30	6	0.02	3	0.01	3	0.391	0.18	3	0.391	0.18	A
MOUNTAIN SPRINGS	WATER RD	2200	2	260	0.90	289	0.30	6	0.02	3	0.01	3	0.391	0.17	3	0.391	0.17	A
WATER RD	JCT RTE 95 NORTH	2200	2	240	0.90	267	0.30	6	0.02	3	0.01	3	0.391	0.16	3	0.391	0.16	A
JCT RTE 95 NORTH	PARK RD	2200	2	280	0.90	311	0.30	6	0.02	3	0.01	3	0.391	0.18	3	0.391	0.18	A
PARK RD	RIVER RD	2200	2	260	0.90	289	0.30	6	0.02	3	0.01	3	0.391	0.17	3	0.391	0.17	A
RIVER RD	JST	2200	2	240	0.90	267	0.30	6	0.02	3	0.01	3	0.391	0.16	3	0.391	0.16	A
JST	JCT RTE 95 SOUTH	2200	2	260	0.90	289	0.30	6	0.02	3	0.01	3	0.391	0.17	3	0.391	0.17	A
JCT RTE 95 SOUTH	FIVE MILE RD	2200	2	220	0.90	244	0.30	6	0.02	3	0.01	3	0.391	0.14	3	0.391	0.14	A
FIVE MILE RD	PARK MOABI RD	2200	2	230	0.90	256	0.30	6	0.02	3	0.01	3	0.391	0.15	3	0.391	0.15	A
PARK MOABI RD	ARIZONA STATE LINE	2200	2	230	0.90	256	0.30	6	0.02	3	0.01	3	0.391	0.15	3	0.391	0.15	A

San Bernardino County CMP, 2003 Update

December 27, 2000
08-SBD-40 0.0/R154.64
FILE NAME: 40WBPM_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 40 WESTBOUND PM

Basic Freeway Segments		Capacity		No. Lanes	Volume	Factor	Volume	Table 3-4		Table 3-7		Table 3-8		Table 3-1 (for 70 mph)	
From	To	C(i)	N	V	PHF	SF	P(0)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C	LOS
JCT RTE 15 EAST	MONTARA AVE	2200	2	940	0.90	1044	0.30	6	0.02	3	0.01	3	0.391	0.61	C
MONTARA AVE	MAIN ST	2200	2	1120	0.90	1244	0.30	6	0.02	3	0.01	3	0.391	0.72	C
MAIN ST	NEBO ST	2200	2	1270	0.90	1411	0.30	6	0.02	3	0.01	3	0.391	0.82	D
NEBO ST	AST	2200	2	1270	0.90	1411	0.30	6	0.02	3	0.01	3	0.391	0.82	D
AST	AIRPORT RD	2200	2	1160	0.90	1289	0.30	6	0.02	3	0.01	3	0.391	0.75	C
AIRPORT RD	WEST NEWBERRY RD	2200	2	1120	0.90	1244	0.30	6	0.02	3	0.01	3	0.391	0.72	C
WEST NEWBERRY RD	FORT CADY RD	2200	2	1050	0.90	1167	0.30	6	0.02	3	0.01	3	0.391	0.68	C
FORT CADY RD	HECTOR RD	2200	2	1090	0.90	1211	0.30	6	0.02	3	0.01	3	0.391	0.70	C
HECTOR RD	CRUCERO RD	2200	2	1090	0.90	1211	0.30	6	0.02	3	0.01	3	0.391	0.70	C
CRUCERO RD	KELBAKER RD	2200	2	940	0.90	1044	0.30	6	0.02	3	0.01	3	0.391	0.61	C
KELBAKER RD	ESSEX RD	2200	2	940	0.90	1044	0.30	6	0.02	3	0.01	3	0.391	0.61	C
ESSEX RD	GOFFS RD	2200	2	940	0.90	1044	0.30	6	0.02	3	0.01	3	0.391	0.61	C
GOFFS RD	MOUNTAIN SPRINGS RD	2200	2	820	0.90	911	0.30	6	0.02	3	0.01	3	0.391	0.53	B
MOUNTAIN SPRINGS	WATER RD	2200	2	790	0.90	878	0.30	6	0.02	3	0.01	3	0.391	0.51	B
WATER RD	JCT RTE 95 NORTH	2200	2	720	0.90	800	0.30	6	0.02	3	0.01	3	0.391	0.47	B
JCT RTE 95 NORTH	PARK RD	2200	2	820	0.90	911	0.30	6	0.02	3	0.01	3	0.391	0.53	B
PARK RD	RIVER RD	2200	2	790	0.90	878	0.30	6	0.02	3	0.01	3	0.391	0.51	B
RIVER RD	JST	2200	2	720	0.90	800	0.30	6	0.02	3	0.01	3	0.391	0.47	B
JST	JCT RTE 95 SOUTH	2200	2	790	0.90	878	0.30	6	0.02	3	0.01	3	0.391	0.51	B
JCT RTE 95 SOUTH	FIVE MILE RD	2200	2	670	0.90	744	0.30	6	0.02	3	0.01	3	0.391	0.43	B
FIVE MILE RD	PARK MOABI RD	2200	2	700	0.90	778	0.30	6	0.02	3	0.01	3	0.391	0.45	B
PARK MOABI RD	ARIZONA STATE LINE	2200	2	670	0.90	744	0.30	6	0.02	3	0.01	3	0.391	0.43	B

San Bernardino County CMP, 2003 Update

December 27, 2000
08-SBD-40 0.0R154.64
FILENAME: 40WBAM_06.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 40 WESTBOUND AM

From	To	Basic Freeway Segments	Capacity C(t)	No. Lanes N	Volume V	Factor PHF	Volume	Table 3-4 E(t)	P(t)	E(r)	Table 3-7		Table 3-8		Table 3-1 (for 70 mph) LOS
											P(b)	E(r)	P(b)	E(HV)	
JCT RTE 15 EAST	MONTARA AVE	2200	2	500	0.90	556	0.30	6	0.02	3	0.01	3	0.391	0.32	A
MONTARA AVE	MAIN ST	2200	2	600	0.90	667	0.30	6	0.02	3	0.01	3	0.391	0.39	B
MAIN ST	NEBO ST	2200	2	680	0.90	756	0.30	6	0.02	3	0.01	3	0.391	0.44	B
NEBO ST	A ST	2200	2	680	0.90	756	0.30	6	0.02	3	0.01	3	0.391	0.44	B
A ST	AIRPORT RD	2200	2	620	0.90	689	0.30	6	0.02	3	0.01	3	0.391	0.40	B
AIRPORT RD	WEST NEWBERRY RD	2200	2	600	0.90	667	0.30	6	0.02	3	0.01	3	0.391	0.39	B
WEST NEWBERRY RD	FORT CADY RD	2200	2	560	0.90	622	0.30	6	0.02	3	0.01	3	0.391	0.36	B
FORT CADY RD	HECTOR RD	2200	2	580	0.90	644	0.30	6	0.02	3	0.01	3	0.391	0.37	B
HECTOR RD	CRUCERO RD	2200	2	580	0.90	644	0.30	6	0.02	3	0.01	3	0.391	0.37	B
CRUCERO RD	KELBAKER RD	2200	2	500	0.90	556	0.30	6	0.02	3	0.01	3	0.391	0.32	A
KELBAKER RD	ESSEX RD	2200	2	500	0.90	556	0.30	6	0.02	3	0.01	3	0.391	0.32	A
ESSEX RD	GOFFS RD	2200	2	500	0.90	556	0.30	6	0.02	3	0.01	3	0.391	0.32	A
GOFFS RD	MOUNTAIN SPRINGS RD	2200	2	440	0.90	489	0.30	6	0.02	3	0.01	3	0.391	0.28	A
MOUNTAIN SPRINGS	WATER RD	2200	2	420	0.90	467	0.30	6	0.02	3	0.01	3	0.391	0.27	A
WATER RD	JCT RTE 95 NORTH	2200	2	380	0.90	422	0.30	6	0.02	3	0.01	3	0.391	0.25	A
JCT RTE 95 NORTH	PARK RD	2200	2	440	0.90	489	0.30	6	0.02	3	0.01	3	0.391	0.28	A
PARK RD	RIVER RD	2200	2	420	0.90	467	0.30	6	0.02	3	0.01	3	0.391	0.27	A
RIVER RD	J ST	2200	2	380	0.90	422	0.30	6	0.02	3	0.01	3	0.391	0.25	A
J ST	JCT RTE 95 SOUTH	2200	2	420	0.90	467	0.30	6	0.02	3	0.01	3	0.391	0.27	A
JCT RTE 95 SOUTH	FIVE MILE RD	2200	2	360	0.90	400	0.30	6	0.02	3	0.01	3	0.391	0.23	A
FIVE MILE RD	PARK MOABI RD	2200	2	370	0.90	411	0.30	6	0.02	3	0.01	3	0.391	0.24	A
PARK MOABI RD	ARIZONA STATE LINE	2200	2	360	0.90	400	0.30	6	0.02	3	0.01	3	0.391	0.23	A

San Bernardino County CMP, 2003 Update

December 27, 2000
08-SBD-00/R154.64
FILE NAME: 40EBAM_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 40 EASTBOUND AM

From	To	Basic Freeway Segments		Capacity	No. Lanes	Volume	Factor	Volume	Table 3-4		Table 3-7		Table 3-8		Table 3-1 (for 70 mph)			
		CD	N						PHF	SF	P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C
JCT RTE 15 EAST	MONTARA AVE	2200	2	750	0.90	833	0.30	6	0.02	3	0.01	3	0.391	0.48	B			
MONTARA AVE	MAIN ST	2200	2	900	0.90	1000	0.30	6	0.02	3	0.01	3	0.391	0.58	C			
MAIN ST	NEBO ST	2200	2	1020	0.90	1133	0.30	6	0.02	3	0.01	3	0.391	0.66	C			
NEBO ST	AST	2200	2	1020	0.90	1133	0.30	6	0.02	3	0.01	3	0.391	0.66	C			
AST	AIRPORT RD	2200	2	930	0.90	1033	0.30	6	0.02	3	0.01	3	0.391	0.60	C			
AIRPORT RD	WEST NEWBERRY RD	2200	2	900	0.90	1000	0.30	6	0.02	3	0.01	3	0.391	0.58	C			
WEST NEWBERRY RD	FORT CADY RD	2200	2	840	0.90	933	0.30	6	0.02	3	0.01	3	0.391	0.54	B			
FORT CADY RD	HECTOR RD	2200	2	870	0.90	967	0.30	6	0.02	3	0.01	3	0.391	0.56	C			
HECTOR RD	CRUCERO RD	2200	2	870	0.90	967	0.30	6	0.02	3	0.01	3	0.391	0.56	C			
CRUCERO RD	KELBAKER RD	2200	2	750	0.90	833	0.30	6	0.02	3	0.01	3	0.391	0.48	B			
KELBAKER RD	ESSEX RD	2200	2	750	0.90	833	0.30	6	0.02	3	0.01	3	0.391	0.48	B			
ESSEX RD	GOFFS RD	2200	2	750	0.90	833	0.30	6	0.02	3	0.01	3	0.391	0.48	B			
GOFFS RD	MOUNTAIN SPRINGS RD	2200	2	660	0.90	733	0.30	6	0.02	3	0.01	3	0.391	0.43	B			
MOUNTAIN SPRINGS	WATER RD	2200	2	630	0.90	700	0.30	6	0.02	3	0.01	3	0.391	0.41	B			
WATER RD	JCT RTE 95 NORTH	2200	2	580	0.90	644	0.30	6	0.02	3	0.01	3	0.391	0.37	B			
JCT RTE 95 NORTH	PARK RD	2200	2	660	0.90	733	0.30	6	0.02	3	0.01	3	0.391	0.43	B			
PARK RD	RIVER RD	2200	2	630	0.90	700	0.30	6	0.02	3	0.01	3	0.391	0.41	B			
RIVER RD	J ST	2200	2	580	0.90	644	0.30	6	0.02	3	0.01	3	0.391	0.37	B			
J ST	JCT RTE 95 SOUTH	2200	2	630	0.90	700	0.30	6	0.02	3	0.01	3	0.391	0.41	B			
JCT RTE 95 SOUTH	FIVE MILE RD	2200	2	530	0.90	589	0.30	6	0.02	3	0.01	3	0.391	0.34	B			
FIVE MILE RD	PARK MOAB RD	2200	2	560	0.90	622	0.30	6	0.02	3	0.01	3	0.391	0.36	B			
PARK MOAB RD	ARIZONA STATE LINE	2200	2	540	0.90	600	0.30	6	0.02	3	0.01	3	0.391	0.35	B			

San Bernardino County CMP, 2003 Update

November 14, 2000
 08-SBD-60 PM 0.0 / R9.96
 FILENAME: SBD60PHV_00.XIS

2000 SAN BERNARDINO COUNTY CMP
 (Based on 1999 Counts)
 ROUTE 60 PEAK HOUR VOLUMES

FROM	TO	PM PEAK HOUR VOLUME						AM PEAK HOUR VOLUME					
		TWO-WAY			WESTBOUND			Two-way			WESTBOUND		
		Volume	DS	VOL.	DS	VOL.	Volume	DS	VOL.	DS	VOL.	DS	VOL.
LA COUNTY LINE	RAMONA AVENUE	12800	55.0	7040	45.0	5760	12800	55.0	7040	45.0	5760		
RAMONA AVENUE	CENTRAL AVENUE	14400	55.0	7920	45.0	6480	14400	55.0	7920	45.0	6480		
CENTRAL AVENUE	MOUNTAIN AVENUE	15000	55.0	8250	45.0	6750	15000	55.0	8250	45.0	6750		
MOUNTAIN AVENUE	JCT Rte 83/EUCLID AVE	15500	55.0	8530	45.0	6970	15500	55.0	8530	45.0	6970		
JCT Rte 83/EUCLID AVE	GROVE AVENUE	16100	55.0	8860	45.0	7240	16100	55.0	8860	45.0	7240		
GROVE AVENUE	VINEYARD AVENUE	15800	55.0	8690	45.0	7110	15800	55.0	8690	45.0	7110		
VINEYARD AVENUE	ARCHIBALD AVENUE	16000	55.0	8800	45.0	7200	16000	55.0	8800	45.0	7200		
ARCHIBALD AVENUE	HAVEN AVENUE	15800	55.0	8690	45.0	7110	15800	55.0	8690	45.0	7110		
HAVEN AVENUE	RIV CO LINE	15400	55.0	8470	45.0	6930	15400	55.0	8470	45.0	6930		

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-60 PM 0.0 / R9.96
FILENAME: 60EBPM_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 60 EASTBOUND PM

BASIC FREEWAY SEGMENTS		Capacity	No. Lanes	Volume	Factor	Volume	P(0)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C	Table 3-8	Table 3-7	Table 3-4	Table 3-3	Table 3-1 (for 70 mph)
From	To	C(j)	N	V	PHF	SF	P(0)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C	LOS				
LA COUNTY LINE	RAMONA AVENUE	2200	4	7040	0.90	7822	0.07	1.5	0.02	1.2	0.01	1.5	0.958	0.93	E				
RAMONA AVENUE	CENTRAL AVENUE	2200	5	7920	0.80	9900	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	E				
CENTRAL AVENUE	MOUNTAIN AVENUE	2200	5	8250	0.80	10313	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.97	E				
MOUNTAIN AVENUE	JCT Rte 83/ECLID AVE	2200	5	8530	0.85	10035	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.97	E				
JCT Rte 83/ECLID AVE	GROVE AVENUE	2200	5	8860	0.85	10424	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.98	E				
GROVE AVENUE	VINEYARD AVENUE	2200	5	8690	0.85	10224	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.96	E				
VINEYARD AVENUE	ARCHIBALD AVENUE	2200	5	8800	0.85	10353	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.97	E				
ARCHIBALD AVENUE	HAVEN AVENUE	2200	5	8690	0.85	10224	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.96	E				
HAVEN AVENUE	RIV CO LINE	2200	4	8470	0.95	8916	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.05	F				

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-60 PM 0.0 /R9.96
FILENAME: 60WBPM_00.XLS

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 60 WESTBOUND PM

From	To	Basic Freeway Segments		Capacity	No. Lanes	Volume	Factor	Volume	Table 3-4		Table 3-7		Table 3-8		Table 3-1 (for 70 mph)			
		C(j)	N						V	PfH	SF	P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)
LA COUNTY LINE	RAMONA AVENUE	2200	5	5760	0.80	7200	0.07	1.5	0.02	1.2	0.01	1.5	0.958	0.68	0.68	0.68	0.68	C
RAMONA AVENUE	CENTRAL AVENUE	2200	5	6480	0.80	8100	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	0.76	0.76	0.76	D
CENTRAL AVENUE	MOUNTAIN AVENUE	2200	5	6750	0.80	8438	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.79	0.79	0.79	0.79	D
MOUNTAIN AVENUE	JCT RTE 83/EUCLID AVE	2200	5	6970	0.80	8713	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.82	0.82	0.82	0.82	D
JCT RTE 83/EUCLID AVE	GROVE AVENUE	2200	4	7240	0.96	7542	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.89	0.89	0.89	0.89	D
GROVE AVENUE	VINEYARD AVENUE	2200	4	7110	0.95	7484	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.88	0.88	0.88	0.88	D
VINEYARD AVENUE	ARCHIBALD AVENUE	2200	4	7200	0.95	7579	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.89	0.89	0.89	0.89	D
ARCHIBALD AVENUE	HAVEN AVENUE	2200	4	7110	0.95	7484	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.88	0.88	0.88	0.88	D
HAVEN AVENUE	RIV COLINE	2200	4	6930	0.95	7295	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.86	0.86	0.86	0.86	D

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-60 PM 0.0 / R9.96
FILENAME: 60WBAM_00.XLS

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 60 WESTBOUND AM

From	To	Basic Freeway Segments			Table 3-4			Table 3-7			Table 3-8			Table 3-1 (for 70 mph)		
		Capacity	No. Lanes	Volume	Factor	Volume	P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C	LOS	
C(i)	N	V	PHF	SF	P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C	LOS			
LA COUNTY LINE	RAMONA AVENUE	2200	5	7940	0.80	8800	0.07	3.0	0.02	1.2	0.01	1.5	0.879	0.92	E	
RAMONA AVENUE	CENTRAL AVENUE	2200	5	7920	0.80	9900	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	E	
CENTRAL AVENUE	MOUNTAIN AVENUE	2200	5	8250	0.80	10313	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.97	E	
MOUNTAIN AVENUE	JCT RTE 83/EUCLID AVE	2200	5	8330	0.80	10663	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.00	E	
JCT RTE 83/EUCLID AVE	GROVE AVENUE	2200	4	8860	0.96	9229	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.08	F	
GROVE AVENUE	VINEYARD AVENUE	2200	4	8690	0.95	9147	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.07	F	
VINEYARD AVENUE	ARCHIBALD AVENUE	2200	4	8860	0.95	9263	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.09	F	
ARCHIBALD AVENUE	HAVEN AVENUE	2200	4	8690	0.95	9147	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.07	F	
HAVEN AVENUE	RIV CO LINE	2200	4	8470	0.95	8916	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.05	F	

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-60 PM 0.0 29.96
FILENAME: 60EBAM_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 60 EASTBOUND AM

Basic Freeway Segments		Capacity	No. Lanes	Volume	Factor	Volume	Table 3-4			Table 3-7			Table 3-8			Table 3-1 (for 70 mph)		
From	To	C(0)	N	V	PHF	SF	P(0)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C	LOS			
LA COUNTY LINE	RAMONA AVENUE	2200	4	5760	0.90	6400	0.07	1.5	0.02	1.2	0.01	1.5	0.958	0.76	D			
RAMONA AVENUE	CENTRAL AVENUE	2200	5	6480	0.80	8100	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.76	D			
CENTRAL AVENUE	MOUNTAIN AVENUE	2200	5	6750	0.80	8438	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.79	D			
MOUNTAIN AVENUE	JCT Rte 83/EUCLID AVE	2200	5	6970	0.85	8200	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.77	D			
JCT Rte 83/EUCLID AVE	GROVE AVENUE	2200	5	7240	0.85	8518	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.80	D			
GROVE AVENUE	VINEYARD AVENUE	2200	5	7110	0.85	8365	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.79	D			
VINEYARD AVENUE	ARCHIBALD AVENUE	2200	5	7200	0.85	8471	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.80	D			
ARCHIBALD AVENUE	HAVEN AVENUE	2200	5	7110	0.85	8365	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.79	D			
HAVEN AVENUE	RIVCO LINE	2200	4	6930	0.95	7295	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.86	D			

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-215 0.00/17.75
FILENAME: RIV215PHV_00.

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 215 PEAK HOUR VOLUMES

From	To	Basic Freeway Segments		PM PEAK HOUR VOLUME				AM PEAK HOUR VOLUME				
		Two-Way		NORTHBOUND		SOUTHBOUND		Two-Way		SOUTHBOUND		NORTHBOUND
		Volume	DS VOL.	DS	VOL.	DS	VOL.	Volume	DS	DS	VOL.	DS
RIV COLINE	IOWA AVENUE	11700	47.5	5560	52.5	6140	11700	47.5	5560	52.5	6140	
IOWA AVENUE	BARTON ROAD	11900	47.5	5650	52.5	6250	11900	47.5	5650	52.5	6250	
BARTON ROAD	WASHINGTON AVENUE	12100	47.5	5750	52.5	6350	12100	47.5	5750	52.5	6350	
WASHINGTON AVENUE	JCT. RTE 10	12800	47.5	6080	52.5	6720	12800	47.5	6080	52.5	6720	
JCT. RTE 10	ORANGE SHOW ROAD	13700	50.0	6850	50.0	6850	13700	50.0	6850	50.0	6850	
ORANGE SHOW ROAD	INLAND CENTER DRIVE	12900	50.0	6450	50.0	6450	12900	50.0	6450	50.0	6450	
INLAND CENTER DRIVE	MILL STREET	12200	50.0	6100	50.0	6100	12200	50.0	6100	50.0	6100	
MILL STREET	SECOND STREET	12200	50.0	6100	50.0	6100	12200	50.0	6100	50.0	6100	
SECOND STREET	JCT. RTE 66	11300	50.0	5650	50.0	5650	11300	50.0	5650	50.0	5650	
JCT. RTE 66	BASELINE STREET	10800	55.0	5940	45.0	4860	10800	55.0	5940	45.0	4860	
BASELINE STREET	JCT. RTE 259	9600	55.0	5280	45.0	4320	9600	55.0	5280	45.0	4320	
JCT. RTE 259	MASSACHUSETTS AVE.	4850	58.0	2810	42.0	2040	4850	58.0	2810	42.0	2040	
MASSACHUSETTS AVE.	HIGHLAND AVE.	4850	58.0	2810	42.0	2040	4850	58.0	2810	42.0	2040	
HIGHLAND AVE.	Mt. VERNON/27th St	4700	58.0	2730	42.0	1970	4700	58.0	2730	42.0	1970	
Mt. VERNON/27th St.	JCT. RTE. 30	4100	58.0	2380	42.0	1720	4100	58.0	2380	42.0	1720	
JCT. RTE. 30	UNIVERSITY PARKWAY	5300	60.0	3180	40.0	2120	5300	60.0	3180	40.0	2120	
UNIVERSITY PARKWAY	PALM AVE	3750	60.0	2250	40.0	1500	3750	60.0	2250	40.0	1500	
PALM AVE	DEVORE ROAD	3950	60.0	2370	40.0	1580	3950	60.0	2370	40.0	1580	
DEVORE ROAD	JCT. RTE 15	3500	60.0	2100	40.0	1400	3500	60.0	2100	40.0	1400	

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-215.00(17.75)
FILENAME: 215SBPM_00.XLS

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 215 SOUTHBOUND PM

From	To	Basic Freeway Segments			Table 3-4			Table 3-7			Table 3-8			Table 3-1 (for 70 mph)		
		C(j)	No. Lanes	Volume	Factor	Volume	P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C	LOS	
RIV COLLINE	IOWA AVENUE	2200	3	6140	0.97	6330	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.99	E	
IOWA AVENUE	BARTON ROAD	2200	3	6250	0.95	6579	0.05	2.5	0.02	1.2	0.01	2.5	0.914	1.09	F	
BARTON ROAD	WASHINGTON AVENUE	2200	3	6350	0.95	6684	0.05	2.5	0.02	1.2	0.01	2.5	0.914	1.11	F	
WASHINGTON AVENUE	JCT. RTE 10	2200	4	6720	0.95	7074	0.05	2.5	0.02	1.5	0.01	2.5	0.909	0.88	D	
JCT. RTE 10	ORANGE SHOW ROAD	2200	4	6850	0.95	7211	0.05	1.5	0.02	1.5	0.01	1.5	0.962	0.85	D	
ORANGE SHOW ROAD	INLAND CENTER DRIVE	2200	4	6450	0.95	6789	0.05	1.5	0.02	1.5	0.01	1.5	0.962	0.80	D	
INLAND CENTER DRIVE	MILL STREET	2200	3	6100	0.96	6354	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.00	E	
MILL STREET	SECOND STREET	2200	4	6100	0.80	7625	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.90	E	
SECOND STREET	JCT. RTE 66	2200	3	5650	0.95	5947	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	E	
JCT. RTE 66	BASELINE STREET	2200	3	4860	0.95	5116	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.80	D	
BASELINE STREET	JCT. RTE 259	2200	3	4320	0.95	4547	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.71	C	
JCT. RTE 259	MASSACHUSETTS AVENUE	2200	2	2040	0.95	2147	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.50	B	
MASSACHUSETTS AVE.	HIGHLAND AVE.	2200	2	2040	0.95	2147	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.50	B	
HIGHLAND AVE.	TWENTY-SEVENTH ST.	2200	2	1970	0.95	2074	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.49	B	
TWENTY-SEVENTH ST.	JCT. RTE 30	2200	2	1720	0.95	1811	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.43	B	
JCT. RTE 30	UNIVERSITY PARKWAY	2200	2	2120	0.95	2232	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.52	B	
UNIVERSITY PARKWAY	PALM AVE	2200	2	1500	0.95	1579	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.37	B	
PALM AVE	DEVORE ROAD	2200	2	1580	0.95	1663	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.39	B	
DEVORE ROAD	JCT. RTE 15	2200	2	1400	0.95	1474	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.35	B	

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-215 0.00/7.75
FILENAME: 215NBPM_00.xls

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 215 NORTHBOUND PM

From	To	Basic Freeway Segments				Table 3-4				Table 3-7				Table 3-8				Table 3-9				Table 3-1 (for 70 mph)			
		C(0)	N	V	PHF	SF	P(0)	E(0)	P(r)	E(r)	P(b)	E(b)	f(HV)	V/C	LOS										
RIV CO LINE	IOWA AVENUE	2200	3	5560	0.97	5732	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.90	E										
IOWA AVENUE	BARTON ROAD	2200	3	5650	0.95	5947	0.05	2.5	0.02	1.5	0.01	2.5	0.909	0.99	E										
BARTON ROAD	WASHINGTON AVENUE	2200	3	5750	0.95	6053	0.05	2.5	0.02	1.5	0.01	2.5	0.909	1.01	F										
WASHINGTON AVENUE	JCT. RTE 10	2200	4	6080	0.95	6400	0.05	2.5	0.02	1.5	0.01	2.5	0.909	0.80	D										
JCT. RTE 10	ORANGE SHOW ROAD	2200	4	6850	0.95	7211	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.85	D										
ORANGE SHOW ROAD	INLAND CENTER DRIVE	2200	4	6450	0.95	6789	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.80	D										
INLAND CENTER DRIVE	MILL STREET	2200	3	6100	0.95	6421	0.05	1.5	0.02	1.2	0.01	1.5	0.967	1.01	F										
MILL STREET	SECOND STREET	2200	4	6100	0.80	7625	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.90	E										
SECOND STREET	JCT. RTE 66	2200	3	5650	0.95	5947	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	E										
JCT. RTE 66	BASELINE STREET	2200	3	5940	0.95	6253	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.98	E										
BASELINE STREET	JCT. RTE 259	2200	3	5280	0.95	5558	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.87	D										
JCT. RTE 259	MASSACHUSETTS AVENUE	2200	2	2810	0.95	2938	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.70	C										
MASSACHUSETTS AVE.	HIGHLAND AVE.	2200	2	2810	0.95	2938	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.70	C										
HIGHLAND AVE.	TWENTY-SEVENTH STREET	2200	2	2730	0.95	2874	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.68	C										
TWENTY-SEVENTH ST.	JCT. RTE. 30	2200	2	2380	0.95	2505	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.59	C										
JCT. RTE. 30	UNIVERSITY PARKWAY	2200	2	3180	0.95	3347	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.79	D										
UNIVERSITY PARKWAY	PALM AVE	2200	2	2250	0.95	2368	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.56	C										
PALM AVE	DEVORE ROAD	2200	2	2370	0.95	2495	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.59	C										
DEVORE ROAD	JCT. RTE 15	2200	2	2100	0.95	2211	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.52	B										

San Bernardino County CMP, 2003 Update

November 14, 2000
08-SBD-215.0.00/17.75
FILE NAME: 215SBAM_00.XLS

2000 SAN BERNARDINO COUNTY CMP
(Based on 1999 Counts)
ROUTE 215 SOUTHBOUND AM

From	To	Basic Freeway Segments			Capacity	No. Lanes	Volume	Factor	Volume	Table 3-4			Table 3-7			Table 3-8		
		C(i)	N	V						P(t)	E(t)	P(r)	E(r)	P(b)	E(b)	RHV	V/C	LOS
RIV CO LINE	IOWA AVENUE	2200	3	5560	0.95	5853	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.92	E			
IOWA AVENUE	BARTON ROAD	2200	3	5650	0.95	5947	0.05	2.5	0.02	1.5	0.01	2.5	0.909	0.99	E			
BARTON ROAD	WASHINGTON AVENUE	2200	3	5750	0.95	6053	0.05	2.5	0.02	1.5	0.01	2.5	0.909	1.01	F			
WASHINGTON AVENUE	JCT. RTE 10	2200	4	6080	0.95	6400	0.05	2.5	0.02	1.5	0.01	2.5	0.909	0.80	D			
JCT. RTE 10	ORANGE SHOW ROAD	2200	4	6850	0.95	7211	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.85	D			
ORANGE SHOW ROAD	INLAND CENTER DRIVE	2200	4	6450	0.95	6789	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.80	D			
INLAND CENTER DRIVE	MILL STREET	2200	3	6100	0.97	6289	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.99	E			
MILL STREET	SECOND STREET	2200	4	6100	0.89	7625	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.90	E			
SECOND STREET	JCT. RTE 66	2200	3	5650	0.95	5947	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.93	E			
JCT. RTE 66	BASELINE STREET	2200	3	5940	0.95	6253	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.98	E			
BASELINE STREET	JCT. RTE 259	2200	3	5280	0.95	5558	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.87	D			
JCT. RTE 259	MASSACHUSETTS AVENUE	2200	2	2810	0.95	2958	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.70	C			
MASSACHUSETTS AVE.	HIGHLAND AVE.	2200	2	2810	0.95	2958	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.70	C			
HIGHLAND AVE.	TWENTY-SEVENTH ST.	2200	2	2730	0.95	2874	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.68	C			
TWENTY-SEVENTH ST.	JCT. RTE 30	2200	2	2380	0.95	2505	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.59	C			
JCT. RTE 30	UNIVERSITY PARKWAY	2200	2	3180	0.95	3347	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.79	D			
UNIVERSITY PARKWAY	PALM AVE	2200	2	2250	0.95	2368	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.56	C			
PALM AVE.	DEVORE ROAD	2200	2	2370	0.95	2495	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.59	C			
DEVORE ROAD	JCT. RTE 15	2200	2	2100	0.95	2211	0.05	1.5	0.02	1.2	0.01	1.5	0.967	0.52	B			

Table A-6

SAN BERNARDINO COUNTY CMP TWO LANE AND MULTILANE HIGHWAY LEVEL OF SERVICE

San Bernardino County CMP, 2003 Update

**Year 2000 San Bernardino County Two Lane and Multilane Highway LOS
(Based on 1999 Traffic Count)**

Segment	PM-PM	Total Lane	Terrain Type	% of No Passing	Two Way Volume (ADT)	% of Heavy Vehicle	Design Speed	Peak Hour Volume	Lane Width	Shdr Width	Dir. Split	% RV	LOS
SR-02													
County Line-Lone Pine Rd.	0.00 / 1.73	2	M Rural	60	4,700	5	60	610	11	2	55-45	1	E
Lone Pine Rd.-Jct. Rte. 138	1.73 / 6.36	2	M Rural	60	4,700	5	60	560	12	0	55-45	1	E
SR-18													
Jct. Rte. 30-Waterman Cyn Rd.	T6.18 / R13.29	4	M Rural	60	19,680	5	60	1,840	12	0	55-45	1	C
Waterman Cyn Rd.-Jct. Rte 138	R13.29 / R17.73	4	M Rural	60	16,000	5.0	60	1,970	12	0	55-45	1	C
Jct. Rte 138-Jct. Rte. 189 N.	R17.73 / 20.61	2	M Rural	60	9,000	5.0	60	900	12	0	55-45	1	E
Jct. Rte. 189 N.-Rte. 330 S.	20.61 / 31.90	2	M Rural	60	8,440	5.0	60	930	12	3	55-45	1	E
Rte. 330 S.-Blue Jay Rd.	31.90 / 46.55	2	M Rural	60	8,430	5.0	60	1,160	11	0	60-40	1	E
Blue Jay Rd.-Lake View Dr.	46.55 / 48.36	2	M Rural	60	11,000	5.0	60	1,300	12	1	60-40	1	E
Lake View Dr.-Standfield Cutoff	48.36 / 51.61	4	R Suburb	40	16,960	5.0	60	2,025	12	1	60-40	1	C
Standfield Cutoff-Jct. Rte. 38 E.	51.61 / 53.92	2	R Suburb	40	9,000	5	60	990	12	1	60-40	1	E
Jct. Rte. 38 E.-North Shore Rd.	53.92 / 54.54	2	M Suburb	60	4,800	5.0	60	480	11	0	55-45	1	C
North Shore Rd.-Jct. Rte. 247	54.54 / 73.78	2	R Rural	40	4,000	10	60	390	12	2	55-45	1	D
Jct. Rte. 247-Central Ave.	73.78 / 87.87	2	R Rural	20	10,590	8	60	1,010	12	4	55-45	1	E
Central Ave.-E. Cahuenga	87.87 / 98.72	4	F Suburb	40	34,900	5	60	3,310	12	8	55-45	1	D

San Bernardino County CMP, 2003 Update

**Year 2000 San Bernardino County Two Lane and Multilane Highway LOS
(Based on 1999 Traffic Count)**

Segment	PM-PM	Total Lane	Terrain Type	% of No Passing	Two Way Volume (ADT)	% of Heavy Vehicle	Design Speed	Peak Hour Volume	Lane Width	Shdr. Width	Dir. Split	% RV	LOS
E. Cahuenga-Jct. Rte. 395	98.72 / 100.96	2	F	Sub/Rur	100		8,800	5	60	880	12	8	55-45
Jct. Rte. 395-LA County Line	100.96 / 115.91	2	F	Sub/Rur	20		5,700	5	60	570	12	0	55-45
SR-38													
Jct. Rte. 10-Crafton Ave.	0.00 / 4.07	2	F	Suburb	60		1,800	5	60	1,330	12	8	55-45
Crafton Ave.-Two Lakes Rd.	4.07 / 25.38	2	M	Rural	60		3,650	5.0	60	380	12	10	55-45
Two Lakes Rd.-Santa Ana Br	25.38 / 30.86	2	M	Rural	60		1,900	5.0	60	350	13	0	60-40
Santa Ana Br.-Jct. Rte. 18	30.86 / 49.52	2	M	Rural	60		7,000	5.0	60	935	13	0	60-40
Jct. Rte. 18-Big Bear Dam.	49.52 / 59.40	2	R	Suburb	40		10,250	8.0	50	850	10	1	60-40
SR-58													
County Line-Jct. Rte. 395	R0.00 / 5.40	2	F	Rural	20		12,500	15	60	1,000	12	5	55-45
Jct. Rte. 395-Lynwood Rd.	5.40 / R30.39	2	F	Rural	20		6,450	15	60	1,015	12	5	55-45
SR-71 (Now a Freeway)													
County Line-Soquel Canyon	0.00 / R4.89	6	R	Rural	0		37,000	5	60	2,850	12	0	55-45
Soquel Canyon-Jct. Rte. 83	R4.89 / 8.08	4	R	Rural	0		35,300	5	60	2,720	12	8	55-45
SR-95													
County Line-Havasu Lake Rd.	0.00 / 37.30	2	F	Rural	20		2,500	9.0	60	240	11	0	55-45
Havasu Lake Rd.-Jct. Rte. 40 E.	37.30 / 57.27	2	R	Rural	40		2,700	9	60	345	11	0	55-45
Jct. Rte. 40 E.-Nevada State Line	57.27 / 80.45	2	R	Rural	40		2,800	8	60	240	12	0	55-45

San Bernardino County CMP, 2003 Update

**Year 2000 San Bernardino County Two Lane and Multilane Highway LOS
(Based on 1999 Traffic Count)**

Segment	PM-PM	Total Lane	Terrain Area Type	% of No Passing	Two Way Volume (ADD)	% of Heavy Vehicle	Design Speed	Peak Hour Volume	Lane Width	Shdrd Width	Dir. Split	% RV	LOS
SR-127													
Jct. Rte. 15-Saratoga Spring Rd.	0.00 / 29.71	2	R	Rural	40			950	5	60	190	12	0
SR-138													
County Line-Jct. Rte. 15	0.00 / R15.23	2	M	Rural	60			12,900	7.0	50	1,240	11	5
Jct. Rte. 15-Cleghorn Cyn. Rd.	R15.23 / R26.48	2	M	Rural	60			1,700	5	50	280	12	0
Cleghorn Cyn. Rd.-Waters Dr.	R26.48 / 35.74	2	M	Rural	60			1,140	5	50	150	12	8
Waters Dr.-Knapps Cutoff	35.74 / 36.27	2	R	Suburb	40			6,000	5	50	700	10	0
Knapps Cutoff-Jct. Rte. 18	36.27 / R37.85	2	M	Suburb	40			7,000	5	50	570	11	0
SR-173													
Jt. Rte. 138-Arrowhead Lake Rd.	0.00 / 16.99	2	M	Rural	60			1,200	5.0	45	190	12	0
Arrowhead Lake Rd.-Hood Creek Rd.	16.99 / 19.78	2	M	Rural	60			1,130	3.0	45	150	12	0
Hood Creek Rd.-Jct. Rte. 18	19.78 / 23.04	2	M	Suburb	60			5,320	3.0	45	700	12	0
SR189													
Jet. Rte. 18-Jct. Rte. 173	0.00 / 5.56	2	M	Suburb	60			4,720	3.0	40	510	12	2
SR247													
Jct. Rte. 62-Camp Rock Rd.	0.00 / 39.60	2	M	Rural	40			5,600	5.0	60	470	12	2
Camp Rock Rd.-Barstow City Limits	39.60 / 76.42	2	R	Suburb	20			2,050	8	60	220	12	8
Barstow City Limits-Jct. Rte. 15	76.42 / 78.10	4	R	Rural	60			16,200	3	50	1,550	12	2

San Bernardino County CMP, 2003 Update

**Year 2000 San Bernardino County Two Lane and Multilane Highway LOS
(Based on 1999 Traffic Count)**

Segment	PM-PM	Total Lane	Terrain Area Type	% of No Passing	Two Way Volume (ADT)	% of Heavy Vehicle	Design Speed	Peak Hour Volume	Lane Width	Shdr Width	Dir. Split	% RV	LOS
SR-330													
Jct. Rte. 30-Jct. Rte. 18	28.70 / 44.12	2-4	M	Rural	60		11,000	4.0	60	1,300	12	2	60-40
SR-395													
Jct. Rte. 15-Jct. Rte 18	R3.98 / 11.18	2	R	Rural	40		13,500	17.7	55	1,200	12	6	55-45
Jct. Rte. 18-E1 Mirage Rd.	11.18 / 17.77	2	R	Rural	40		14,150	17.5	60	1,170	12	8	55-45
E1 Mirage Rd.-County Line	17.77 / 73.52	2	R	Rural	40		5,900	16.0	60	510	12	6	55-45
													C